NOVEMBER 2025 BOATINTERNATIONAL.COM

THE REFIT ISSUE

BOAT International

YACHTS OF DUNKIRK

DARING TALES
AND PAINSTAKING
RESTORATIONS

FIT FOR SERVICE:

THE LATEST
SUPERYACHT
CONVERSIONS
AND ELEGANT
REFRESHES

TURKEY IN FOCUS

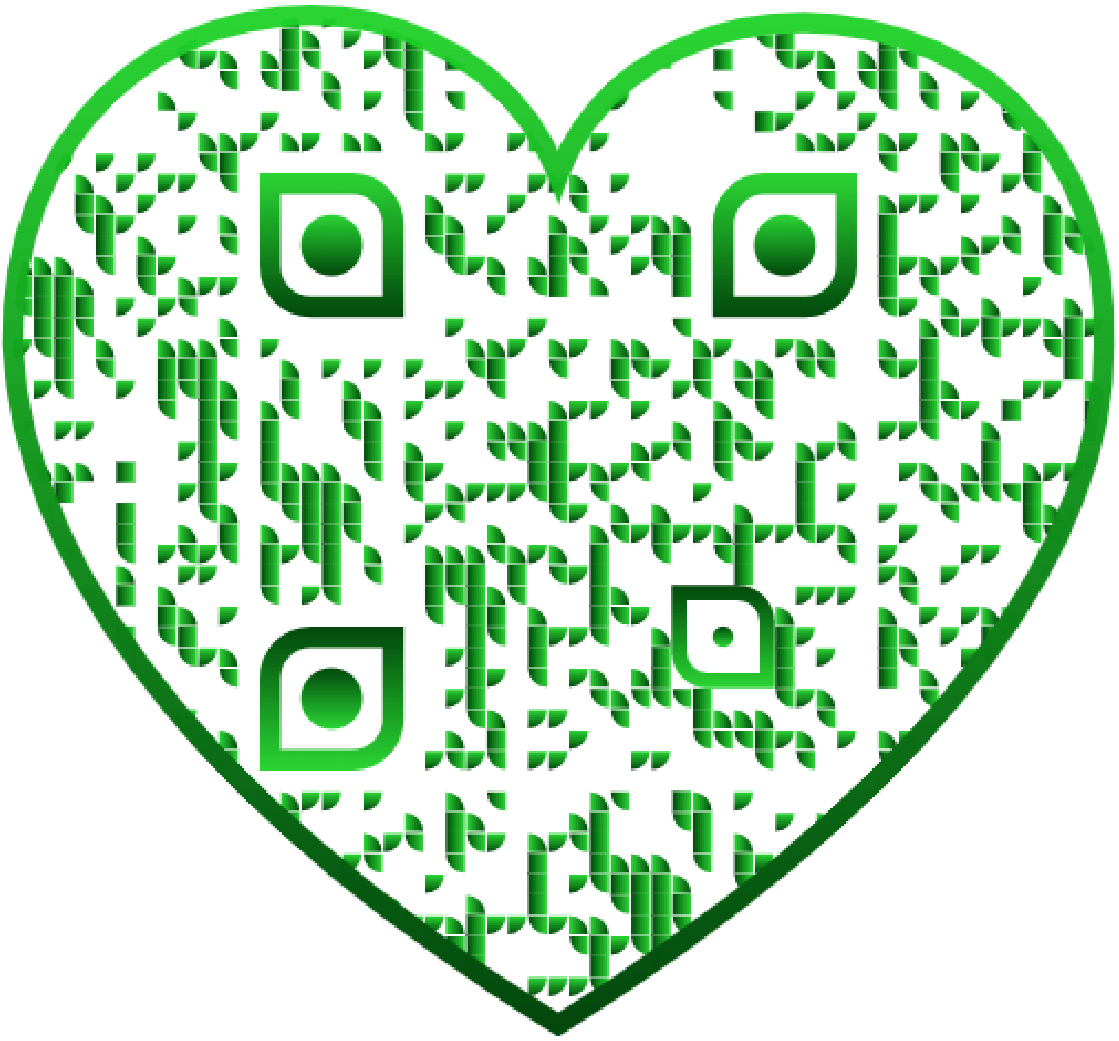
EXPERT MARKET ANALYSIS
NEW RESORTS AND HOTELS
OTTOMAN ITINERARIES

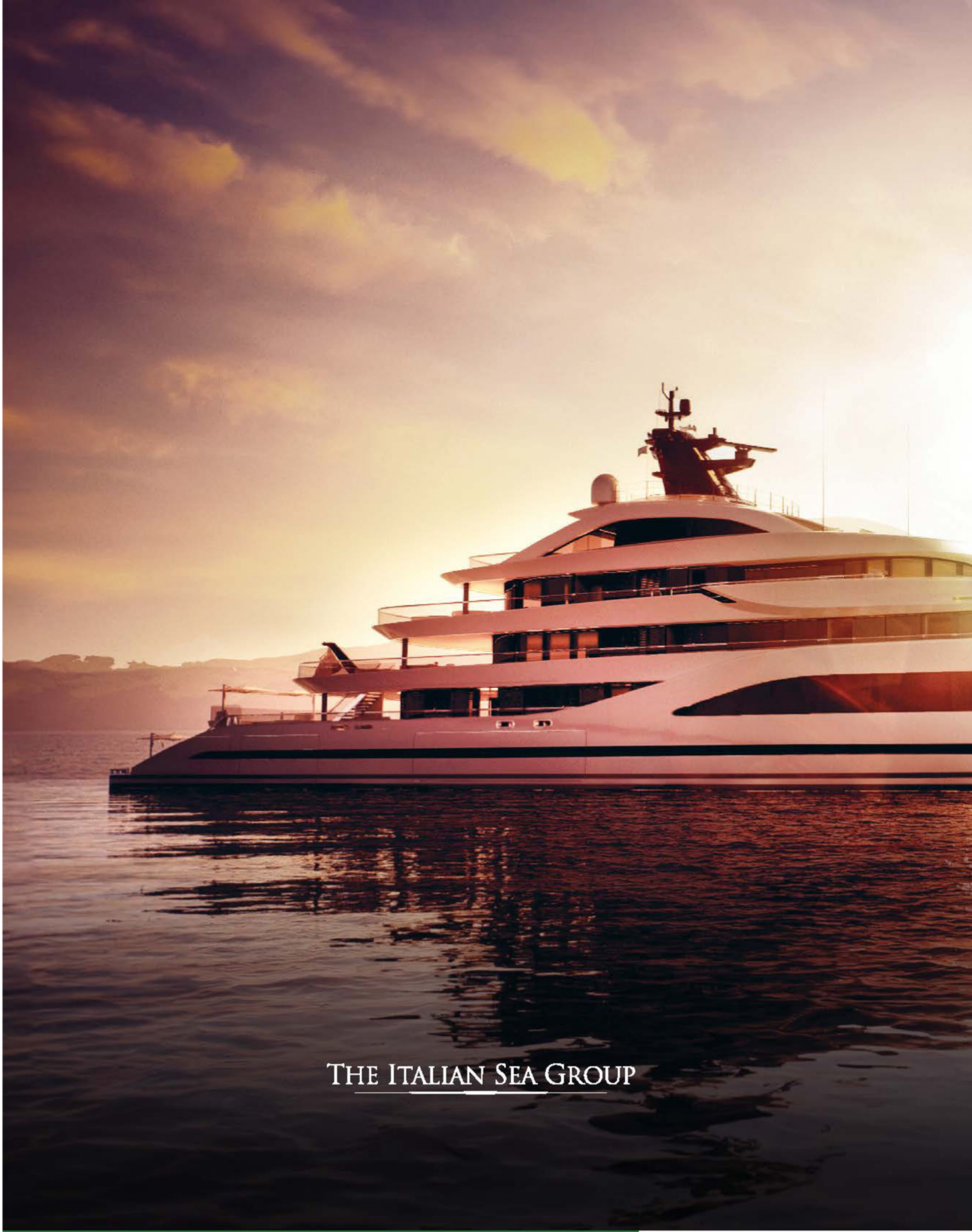
GRACE & GRIT

PINK GIN VI BECOMES *RAVENGER*, A 54-METRE CRUISER FINE-TUNED FOR PERFORMANCE

£8.00 / AUD $17.25

CULTURE CRUSH: HISTORY AND HARMONY ON THE CROATIAN COAST





THE ITALIAN SEA GROUP

ADMIRAL
MOTOR YACHT 88MT
EØ ESPEN OINO INTERNATIONAL
admiral-yachts.com

DUTCH DESIGN®

Design
that moves you.

© 2025 Dutch Design LTD , Blauwburgwal 18, 1015 AT,
Amsterdam, The Netherlands. DUTCH DESIGN AND SEA
ROVER ARE REGISTERED MARKS.

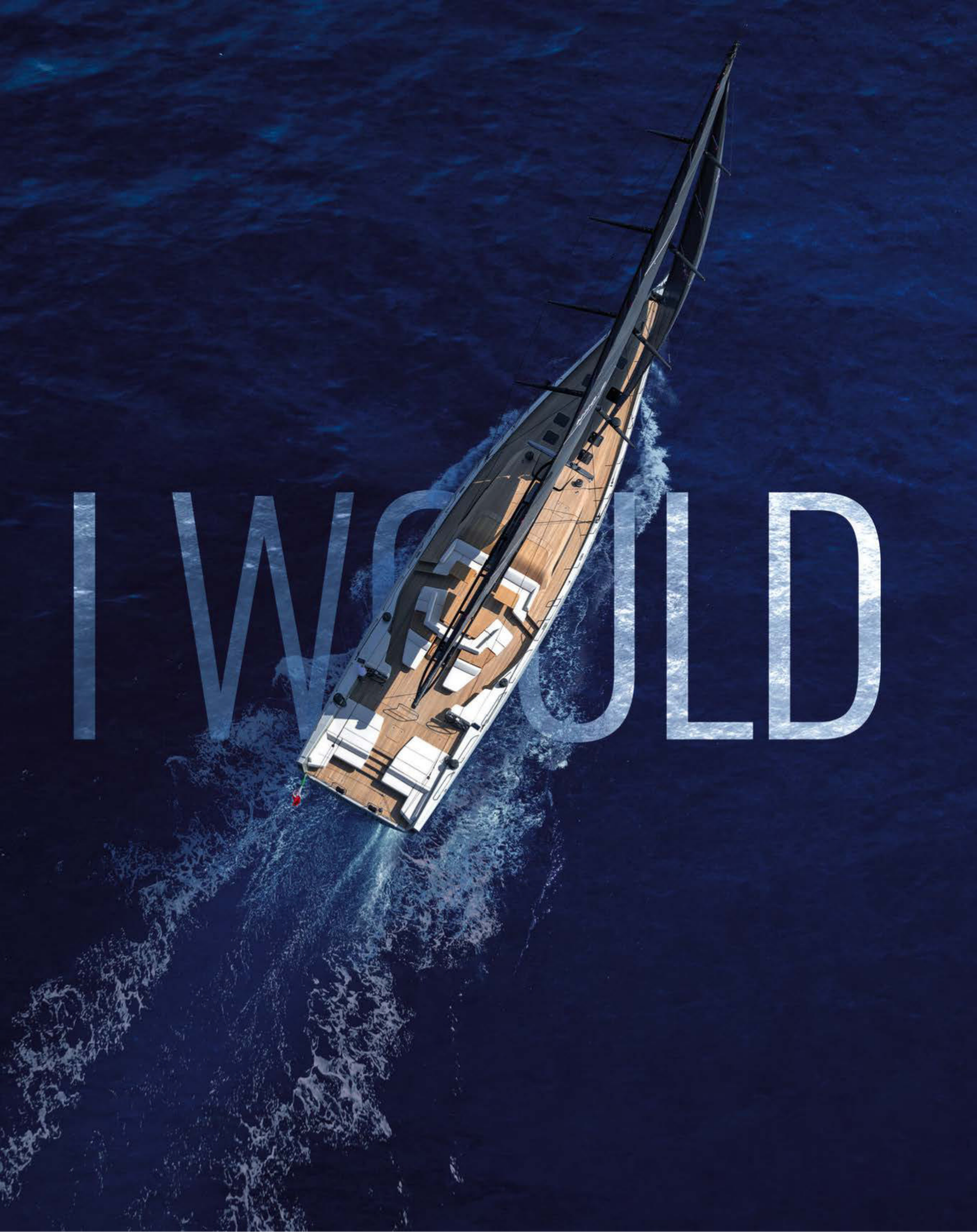
contact@dutchdesign.com dutchdesign.com +31 20 792 0888

SV BLACK EDITION

Model shown: 26MY Range Rover P615 SV Black with optional features. Official Fuel Consumption for the 26MY Range Rover SV Black official manufacturer's tests in accordance with EU legislation with a fully charged battery. For comparison purposes only. Real world figures and accessories fitted.

RANGE ROVER

range in mpg (l/100km) (weighted combined): 24.0 - 23.6 (11.7 - 12.5). CO_2 Emissions in g/km: 266 - 271. The figures provided are as a result of
may differ. CO_2 and fuel economy figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment

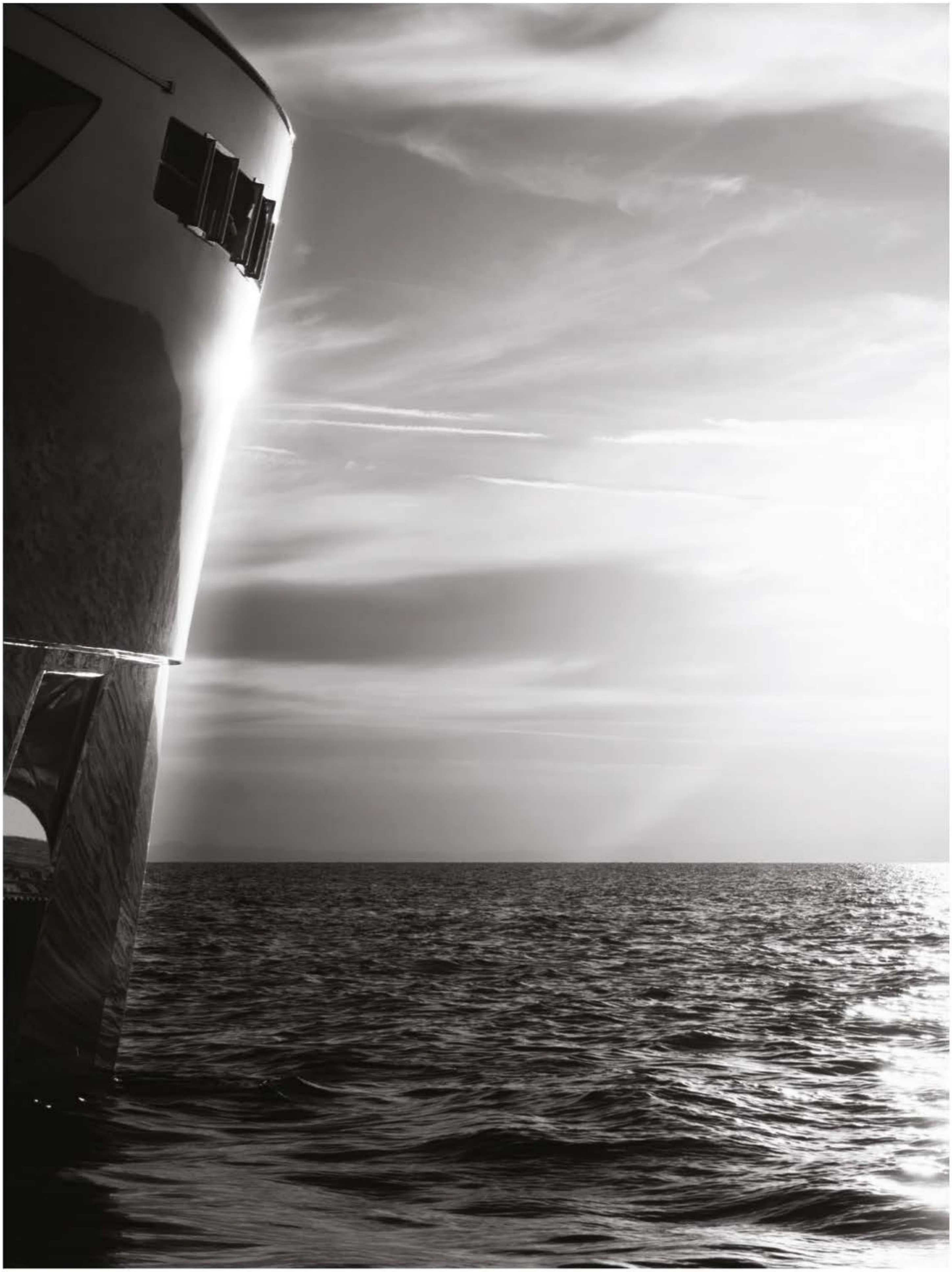


I WOULD

WALLYWIND110
CRUISING ON ENVY

I CAN.

WALLY



Benetti

CARING *for* BEAUTY
since 1873

EXPLORE THE HOUSE OF YACHTING
AT BENETTIYACHTS.IT

NEXO

Modern wealth moves with the tide.

Crypto market cap tops $4.1 trillion, reaching record highs.

As the crypto market matures, traditional investors increasingly seek exposure to digital assets. Nexo offers a secure and transparent access to crypto ownership, seamlessly connecting asset holders to real-world opportunities and long-term value creation.

With our crypto-backed credit line, you can access high-volume liquidity at custom terms and keep your market presence intact. Unlock capital of up to $200 million, using your Bitcoin, Ethereum, and a wide range of other digital assets as collateral. No credit checks or lengthy approvals are required.

By borrowing rather than selling, you preserve your assets while enhancing tax efficiency.[1]

For luxury fleet buyers or charterers, this means high-volume liquidity on their terms — swift, discreet, and compliant. For shipyards or brokers, Nexo opens the door to affluent crypto investors and frictionless deals, enabling on-the-spot sales through automatic crypto-to-fiat conversions.

Navigate digital wealth with confidence and embrace what's next.

Operating	Total transactions processed	Assets under management
since 2018	**$371+ billion**	**$11+ billion**

You bought a yacht without selling your Bitcoin. Now you have both and the value of your Bitcoin has doubled.[2]

Scan to book a private consultation.

nexo.com

---

1. Not legal, accounting, or tax advice.

2. If you purchased a yacht last year using the Nexo Credit Line with 100 Bitcoin as collateral at an average price of $60,000 per Bitcoin, your collateral value would have been $6,000,000. At a 50% loan-to-value (LTV), you would have had $3,000,000 available to make the purchase. If Bitcoin doubled to $120,000, your 100 Bitcoin would now be worth $12,000,000 — while you still own the yacht.

This example does not account for outstanding debt, interest, or market volatility, and it is not a guarantee of future results. The information contained on this page is provided for illustrative purposes only and does not constitute an investment, or a tax advice.

DEFINE YOUR
HORIZON

FD75
FD80
FD90
FD100
FD110
FD130

FD100 Tri-Deck with on-deck master, five staterooms with optional layouts. Call us to Define Your Horizon.

HORIZON

USA
+1 561 721 4850
horizonyachtusa.com

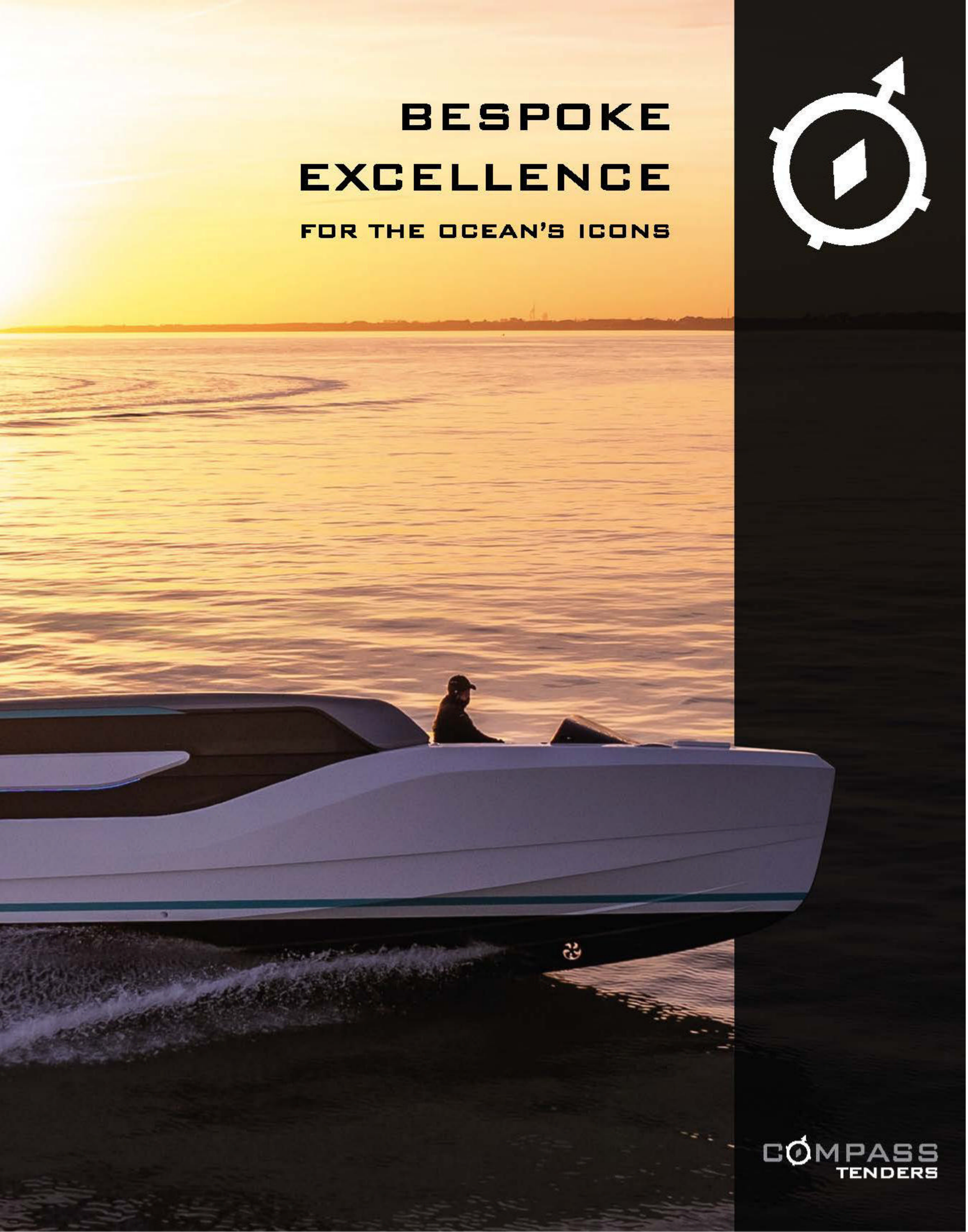
EUROPE
+34 971 673 508
horizonyachteurope.com

AUSTRALIA
+61 7 5577 9009
horizonyachtaus.com

Lusben
THE REFIT EXPERIENCE: LIVORNO | VIAREGGIO | VARAZZE

11.65M LIMOUSINE TENDER FOR AMELS 80

COMPASSTENDERS.COM


BESPOKE EXCELLENCE
FOR THE OCEAN'S ICONS
COMPASS
TENDERS

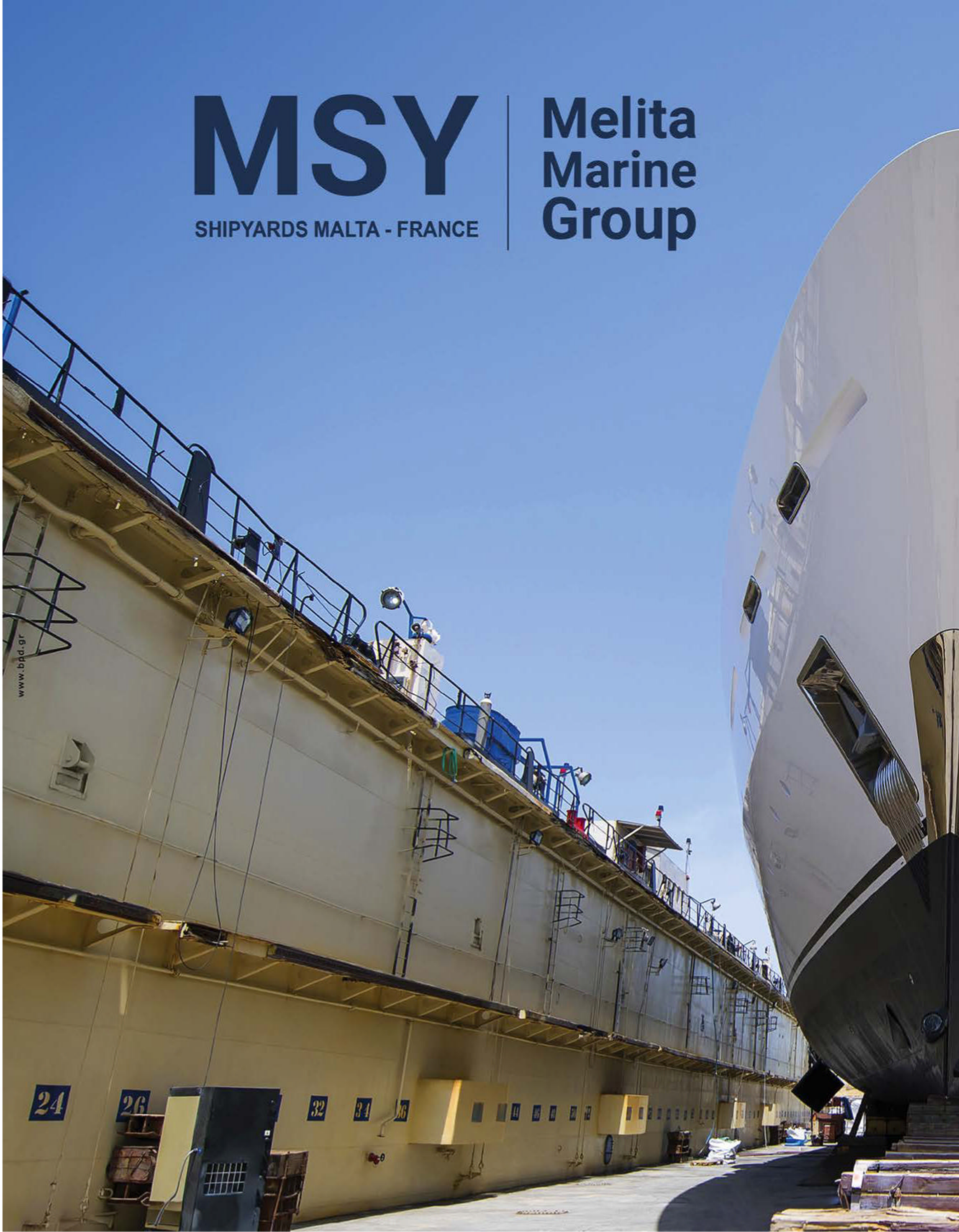
Nebula 64m M/Y MARİMBA

Antalya / Turkey
Nebula Yacht Liman SB MAH. 5.SK. No:5/3 Konyaalti/Antalya

nebula
Where vision takes shape
New 8,000m² shipyard is under construction soon redefining yacht building

Nebula 58m M/Y AMANDA

info@nebulayacht.com
+90 242 504 0625


MSY
SHIPYARDS MALTA - FRANCE
Melita Marine Group
www.bpd.gr

COMPREHENSIVE SHIPYARD SERVICES

DISCOVER UNPARALLELED
MARINE EXCELLENCE

AUTHORIZED DISTRIBUTOR FOR

mtu A Rolls-Royce solution

MALTA - GREECE - CYPRUS - LIBYA

(+356) 21330964
info@melitamarinegroup.net
www.melitapower.com
www.melitamarinegroup.net

Sam, Electrical

1 OF 500 SKILLED CRAFTSPEOPLE

Photos by Stuart Pearce/YachtShot

AWARD-WINNING BRITISH SUPERYACHT REFIT, RESTORATION AND BUILD

Photo by Quin Bisset

A TRUSTED TEAM OF SUPERYACHT SPECIALISTS

Whether refit, restoration or build, every Pendennis project is a true team effort. Our time-served tradespeople are experts in their field, crafting precise and perfect work at every step of the way.

PENDENNIS.COM

PENDENNIS

59
A FEAST FOR ALL

58
The hottest happenings this month around the globe

TURBO C HARGED

88
Lighter, calmer and faster: inside *Ravenger*'s radical refit

RIDING THE WAVES
13.9%
6,410
43.9
146

108
From gulets to explorers, how Turkey rolls with the times

128
The refit that gave birth to an adventure charter yacht

Daily Express
300 SHIPS OUT TO SAVE
CHURCHILL STATES 335,000
HEROIC SPIRIT
335,000 SAVED FROM DUNKIRK IN 1000 SHIPS

146
On the 85th anniversary of Dunkirk, the Little Ships sail again

THE JIGSAW PUZZLE

154
Rejuvenating both yacht and soul with *Samadhi*'s refit

172
Hidden treasures of a vibrant South Pacific island nation

ANCHORED in TRADITION

176
Croatia's rise in the charter ranks to become a top destination

ON THE COVER

47 Fit for service: the latest superyacht conversions and elegant refreshes
88 Grace & grit: *Pink Gin VI* becomes *Ravenger*, a 54-metre cruiser fine-tuned for performance
107 Turkey in focus: expert market analysis; new resorts and hotels; Ottoman itineraries
146 Yachts of Dunkirk: daring tales and painstaking restorations
176 Culture crush: history and harmony on the Croatian coast

ON BOARD

39 News: new launches and models, industry insights and more
50 Edit: cycling kit

BOAT LIFE

58 Culture: where to be in November
60 Property: a tale of two markets in Fort Lauderdale
63 After-work style
70 Your luxe car your way
72 Edit: personalised gifts for guests

OWNERS' CLUB

78 On board 30-metre *Sea Raes* with Matt Rockman
86 Members' Logbook

FEATURES

108 Turkey's trials and triumphs as it rises to second place among yacht-building nations
116 Three themed Turkish itineraries that cater to every interest
122 Five new resorts worth the trip to Turkey
128 Why *JeMaSa*'s owner chose refit over new build
154 *Samadhi*'s record-time re-do

VOYAGE

171 Best by Boat: Six Senses Côn Đao, Vietnam
172 Itinerary: seven days in Tonga
174 Notes from the Indian Ocean
175 Finer Details: Amalfi's liquid sunshine
182 Edit: hot picks in Iceland

THE BITTER END

200 An owner writes...

ON THE COVER: 53.9-metre Baltic Yachts *Ravenger*, photographed by Fraser Edwards

UNCOMPROMISING
STANDARDS
ALWAYS

THE ALL NEW W117 | 35M RAISED PILOTHOUSE

Balancing a contemporary and flexible design with a high-performance hull and engine package, the new Westport 117|35M raises the bar in terms of stylish indoor/outdoor living. Equipped with dual Seakeeper Gyro stabilizers, this ABS-classed, go-anywhere yacht features a beach club, five spacious staterooms-including an on-deck master-and quarters for five crew. Constructed to uncompromising standards, the Westport 117 embodies high-volume superyacht living at its finest.

THE WORLD AWAITS. DISCOVER IT WITH WESTPORT.

THE W SERIES OF YACHTS W117 | 35M

W130 | 40M W135 | 41M W172 | 52M

+1 954.316.6364 | WESTPORTYACHTS.COM

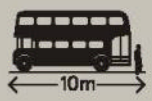
YACHTS SINCE 1964 HANDCRAFTED IN THE USA

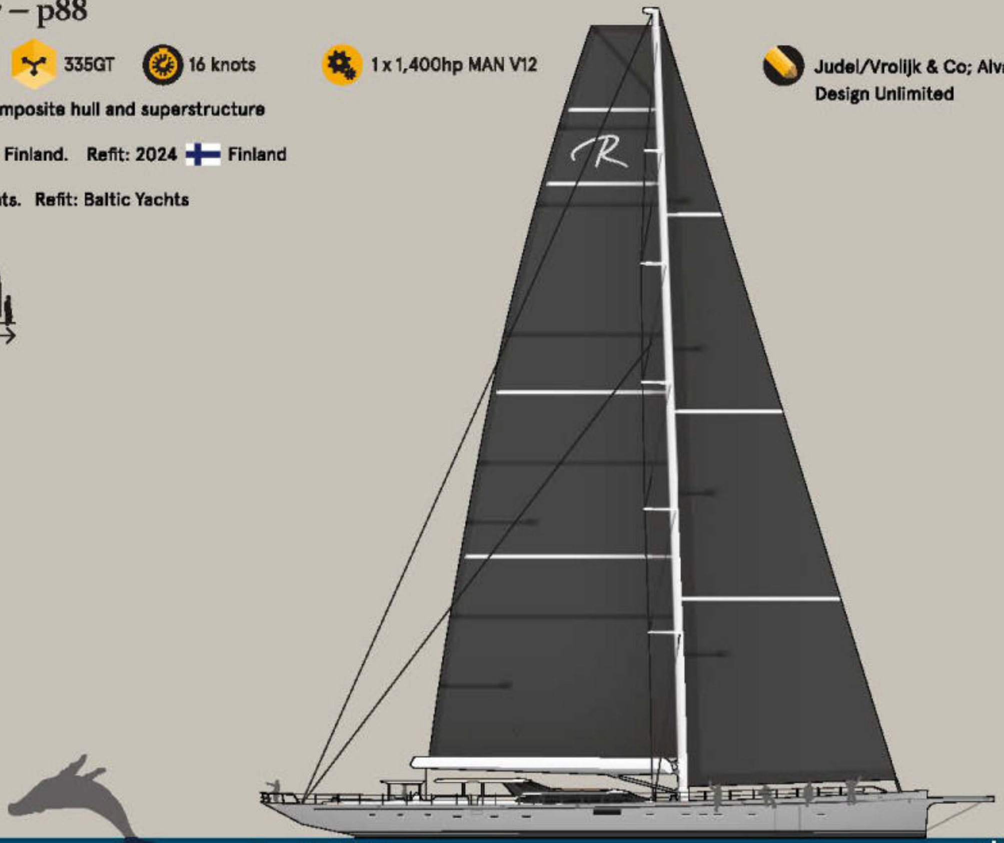
WESTPORT
YACHTS

IN THIS ISSUE

Ravenger – p88

↕ 9.55m
335GT
16 knots
1 x 1,400hp MAN V12
Judel/Vrolijk & Co; Alvan; Design Unlimited
Carbon composite hull and superstructure
2017 Finland. Refit: 2024 Finland
Baltic Yachts. Refit: Baltic Yachts

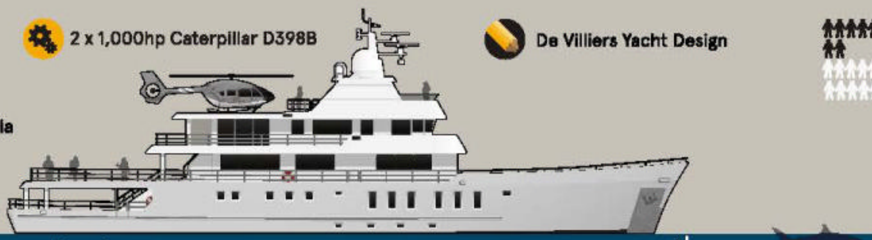




Length: 53.9m

JeMaSa – p128

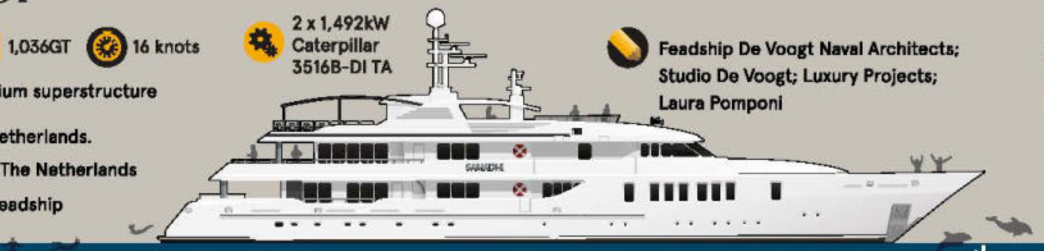
↕ 10.6m
746GT
12 knots
2 x 1,000hp Caterpillar D398B
De Villiers Yacht Design
Steel hull and superstructure
1973 Australia. Refit: 2024 Australia
HMA Naval Dockyard. Refit: The Boat Works; Gold Coast City Marina



Length: 52m

Samadhi – p154

↕ 10.9m
1,036GT
16 knots
2 x 1,492kW Caterpillar 3516B-DI TA
Feadship De Voogt Naval Architects; Studio De Voogt; Luxury Projects; Laura Pomponi
Steel hull; aluminium superstructure
2006 The Netherlands. Refit: 2024 The Netherlands
Feadship. Refit: Feadship



Length: 60.96m

↕ Beam | Displacement | Gross tonnage | Max speed | Engines | Construction | Shipyard | Launched | Designer | Guests | Crew

ILLUSTRATION PETER GLAHN

WAVES OF POSSIBILITIES.
abeking.com
ABEKING & RASMUSSEN

BOAT
International

EDITOR	Caroline White
GROUP CREATIVE DIRECTOR	Christopher Whale
GROUP MANAGING EDITOR	Simon Ward

FEATURES EDITOR	Chris Beeson
LUXURY EDITOR	Belle Rice
TRAVEL & CHARTER EDITOR	Georgia Boscawen
EXECUTIVE EDITOR	Cecile Gauert
FASHION DIRECTOR	Fiona Rubie
EDITORS-AT-LARGE	Sacha Bonsor, Roger Lean-Vercoe
PRODUCTION EDITOR	Trevor Cooper
SENIOR ART DIRECTOR	Lee Franklin
DIGITAL ART EDITOR	Alex Wilson
SENIOR SUB-EDITOR	Kate Lardy
DIRECTOR OF PHOTOGRAPHY	Jordan Nathan Bamforth
ONLINE	
CONTENT DIRECTOR	Lucy Dunn
ONLINE EDITOR	Holly Margerrison
COMMERCIAL CONTENT EDITOR	Hannah Rankine
BUSINESS EDITOR	Gabrielle Lazaridis
NEWS EDITOR	Dea Jusufi
CONTENT EDITOR	Emily Dawkins
HEAD OF SOCIAL MEDIA	Naomi Wilson
SOCIAL MEDIA MANAGER	Georgina Wagenmann
DIGITAL	
HEAD OF DIGITAL PRODUCT	Markus Lanser
LEAD DEVELOPER	Adriano di Lauro
RESEARCH DIRECTOR	Raphael Montigneaux
DATA & LISTINGS EXECUTIVE	George Hampton
CRM & EMAIL MARKETING MANAGER	Lewis Crosswell
CREATIVE AGENCY	
b.creative@boatinternationalmedia.com	44(0) 20 8545 9330

CONTRIBUTING EDITORS

Simon de Burton, Sam Fortescue, Peter Glahn, Jonathan Glynn-Smith,
Risa Merl, Graeme Montgomery, Marilyn Mower and Jonathan Ray

BOAT International is published by Boat International Media Ltd. Copyright © Boat International Media Ltd. ISSN 0264-9136. All rights reserved. Reproduction in whole or in part without prior written permission from the publisher is strictly prohibited. Great care has been taken throughout the magazine to be accurate, but the publisher cannot accept any responsibility for any errors or omissions which might occur. Content presented under the "**BOAT Presents**" logo is an advertising feature and Boat International Media Limited has been paid to include this content. Colour separations by Rhapsody Ltd. Printed in the UK by Walstead Roche.

BOAT International (ISSN: 0264-9136) is published monthly by Boat International Media Ltd. Subscriptions: Boat International Subscriptions, 10 Furnival Street, London, EC4A 1AB, tel: +44 (0)20 8955 7077 (UK opening times Mon-Fri, 9am-5pm), shop.boatinternational.com/subscribe. Distribution: Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT, tel: +44 (0) 20 7429 4000. *BOAT International* (ISSN No: 0264-9136, USPS No: 006-725) is published monthly by Boat International Media Ltd GBR and distributed in the USA by Asendia USA, 17B S Middles Ave, Monroe, NJ 08831. Periodicals postage paid at New Brunswick, NJ, and additional mailing offices. POSTMASTER: send address changes to BOAT International, 701C Ashland Ave, Folcroft PA 19032

FINOT
A CONTEMPORARY DECLARATION

WATERWORKS

©2025 Waterworks is a Registered Trademark of Waterworks IP Company, LLC

BOAT International

EXECUTIVE CHAIR, INFORMA PRESTIGE	John Paton
CHIEF EXECUTIVE OFFICER, INFORMA PRESTIGE	Toby Moore
MANAGING DIRECTOR	Stewart Campbell
CHIEF OPERATING OFFICER	Tony Euden
HEAD OF FINANCE	David Waters

LONDON OFFICE +44 (0) 20 8545 9330

COMMERCIAL DIRECTOR	Luca Vasile
COMMERCIAL DIRECTOR, NEW BUSINESS, EVENTS & LUXURY	Harry Warburton
ACCOUNT DIRECTORS, LUXURY & MARINE	Leonardo Careddu, Jane Smith
COMMERCIAL MANAGER	Eliott Simcock
ACCOUNT MANAGER	George Tsigris
ACCOUNT MANAGER	Hamilton Kavanagh
ACCOUNT MANAGER	George Sallitt
ACCOUNT MANAGER – BROKERAGE	Charlie Kitching
OFFICE MANAGER	Hannah Wood
SENIOR ART DIRECTOR, COMMERCIAL & EVENTS	Mark Gillman
SENIOR ART DIRECTOR, EVENTS	Jamie Kneale

DIGITAL OPERATIONS

PERFORMANCE MANAGER	Jenny McGowan-Downey
JUNIOR PROJECT MANAGER	Alicia Herrera
LISTINGS ASSISTANT	Jacob Walker

DATA DIVISION – BOAT PRO

DIRECTOR	Heather Parkman
ACCOUNT DIRECTOR	Tom Foy
ACCOUNT DIRECTOR	Louise De New
ACCOUNT MANAGER – NEW BUSINESS	Otto Allwood

FORT LAUDERDALE OFFICE
+1 (954) 522 2628

ACCOUNT MANAGER	Matthew DeRose
SALES EXECUTIVE	Claudia Sanchez
OFFICE MANAGER	Lauren Cerrito

INTERNATIONAL REPRESENTATIVE

MILAN	Angelo Careddu

+39 02 87 45 43

PRODUCTION

PRODUCTION MANAGER	Stav Athanasiou

EVENTS AND MARKETING
+44 (0) 20 8545 9330

EVENT DIRECTOR	Clare Jempson
HEAD OF EVENT OPERATIONS	Amy Parsonson
EVENT PRODUCER	Johanna Sargeant
AWARDS MANAGER	Ciara Hutchison Reid
EVENT CO-ORDINATOR	Abigail Hindmarch
EVENT ASSISTANT	Clement Rye
EVENT ASSISTANT	Maria Alonso
CLUB SECRETARY	Isobel Sinclair
SALES & MARKETING EXECUTIVE	Harrison Walker

SISTER PUBLICATIONS: BOAT INTERNATIONAL US EDITION · DOCKWALK · BOAT INTERNATIONAL TURKEY
ANNUALS: THE SUPERYACHTS · CHARTERFLEET · SUPERYACHT INTERIORS · SUPERPORTS
UK OFFICE: 41-47 Hartfield Road, London, SW19 3RQ; +44 (0) 20 8545 9330; reception@boatinternationalmedia.com
BOAT INTERNATIONAL MEDIA IS AN INFORMA GROUP COMPANY

Amels 60

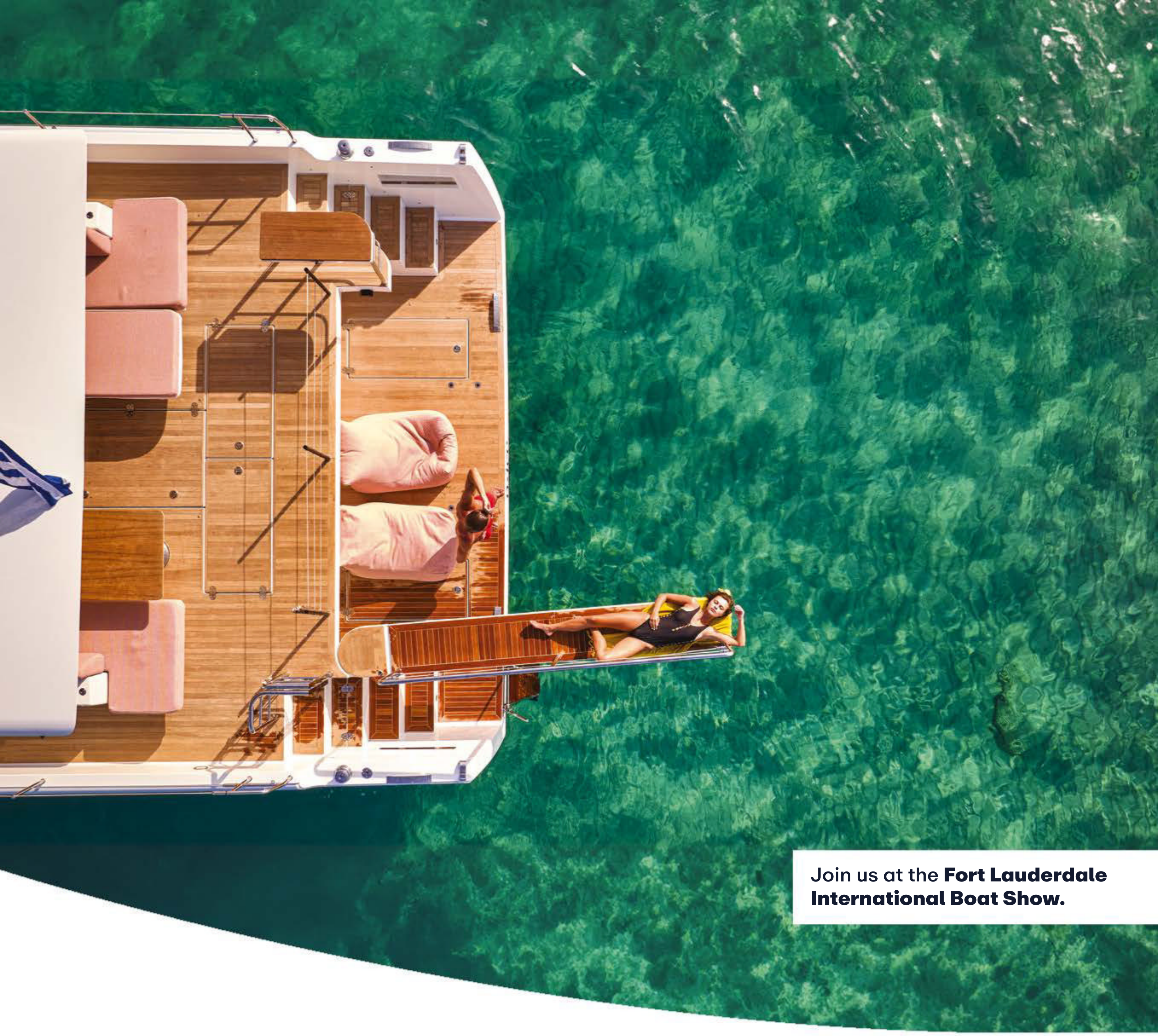
NEXT GEN SUPERYACHTING

Discover a new standard of yachting with the Amels 60, where elegance, space and style come together. Her generous layout offers refined indoor and outdoor spaces that feel both expansive and personal. Every detail is considered, every moment elevated. With effortless access to the world's most iconic destinations, the Amels 60 is a celebration of freedom, comfort and contemporary sophistication.

AVAILABLE AUTUMN 2025

AMELS

Scan the QR code to request
your exclusive edition of the
SIXTY *magazine*



Join us at the **Fort Lauderdale International Boat Show.**

Yachting for the way you feel

Savor luxury and innovation with Omikron Yachts' OT-60 where every journey becomes a timeless adventure. Glide through blue waters embracing nature's beauty and the promise of a greener future.

Discover yachting reimagined with Omikron.

BEST OF BOATS WINNER 2024 BOB AWARD

EUROPEAN POWER BOAT OF THE YEAR

WINNER 2024 REVELATION OF THE YEAR 2024 WORLD YACHTS TROPHIES

OT-60

omikronyachts.com

Omikron Yachts

BOAT BRIEFING
boatinternational.com/podcasts

Look out for this icon for our refit stories in this issue

Appropriately, for the refit-themed issue of *BOAT International*, this month we've refitted the editor's chair. With me! Stewart Campbell, who has led the magazine with immense skill and ambition over more than a decade, is taking a well-deserved step up to managing director, and it is now my face you will see on this page each month. I am enormously excited at the prospect of bringing you the work of our skilled team. This month, the star of the show is our cover boat *Ravenger* – the Baltic yacht that many of you will have known and loved in her former life as *Pink Gin VI* (*see page 88*). She was a technical marvel – the world's largest all-carbon sloop – and was also outrageously characterful, with Murano glass chandeliers hanging from the boom and a lavender baby grand piano. She's been transformed by a new owner, who has swapped out her outré interior for a stylish, pared-back design and fine-tuned her for performance. She's already making her mark on the regatta circuit in her reimagined form. Less dramatic – but equally fascinating – is the recent work done to refresh and preserve the yachting contingent of the Dunkirk Little Ships, who returned this year to the site of the action. Read some of their thrilling wartime stories on page 146. There's a treasure trove of other refit content to dive into, but if your interest lies purely in the new, take a look at our Turkey special. This builder nation, currently ranking second in the world for yachts in build and ordered, is a news magnet – it hit the headlines twice while we were going to press. We chart its remarkable ascent and formidable obstacles from page 107. Altogether it's a packed issue, and a continuation of Stewart's distinguished legacy. Perhaps it's a refresh rather than a refit.

Caroline

EDITOR

boatint.com/whatsapp | boatinternational | @boatint | @boatinternational | @boatinternational | boatinternational | boatinternational | BOAT International Media

PHOTOGRAPHY: GRAEME MONTGOMERY

FRASER EDWARDS

Fraser is a photographer with a sailing background, specialising in adventure and lifestyle. For this issue, he captured our cover boat, *Ravenger*, in her full glory under sail (*page 88*).

Did the* Ravenger *shoot present any challenges?
It needed balance between scale and presence. Grandeur comes naturally on a yacht this size. The challenge was capturing atmosphere and movement to bring the imagery to life.

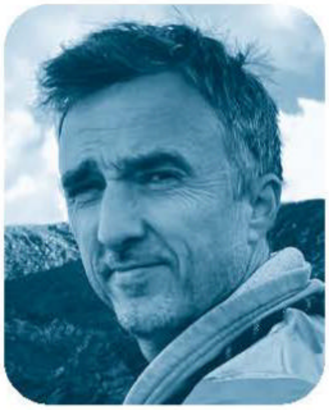
What was your most memorable shoot ever, and what made it so?
The 41-day delivery of *Comanche* through the Panama Canal to Australia. Thousands of miles offshore, facing whatever the ocean delivered that day, required constant adaptability – from both the crew and from me behind the camera. The experience tested and rewarded me, and the resulting imagery captured the raw scale and intensity of life at sea.

What do you love the most about your job?
For me, it's the access. Photography opens doors to worlds that would otherwise remain closed, from remote wilderness to luxury superyachts. The travel is incredible, but it's that sense of immersion into extraordinary places and people that I love most.

NICK SHEPLEY

Nick is a ghostwriter... he used to write about dead novelists when he taught at UCL and Magdalen College, Oxford; now he prefers to write about the living. This issue, he shared the stories of three yachts that were Dunkirk Little Ships (*page 146*).

What surprised you most in researching this feature?
What blows my mind is how highly owners value their boat's history. Faulkner once wrote: "The past is never dead. It's not even past." It struck me that this is especially true of a yacht's past. We think of an owner and the yard refitting a yacht, but more often than not it is the boat's past, and the original intentions of that yacht's creator, which inspires the most recent improvements.



Who was the most interesting person you've ever interviewed?
It sounds like a platitude, but everyone is interesting if you can get them to open up.

If you could sit down to lunch with anyone, who would it be?
We were once at a dinner party with Bob Rauschenberg. His answer was "the Wright brothers. They made a bicycle fly." I can't do better than that!

DEA JUSUFI

Dea is *BOAT International*'s news editor. In addition to covering breaking stories for *boatinternational.com*, she is responsible for the magazine's On Board news section, where she writes about the latest concepts, launches, business insights and more. For this issue, she broke free from the office to join the yacht *Aeterna* in Croatia (*page 176*).

What was the highlight of your Croatia charter?
Visiting the island of Vis. It was flush with vineyards, fruit and (so many) pheasants, but then it also had this insane underbelly of military tunnels, which we navigated by headlamp. I've never been anywhere like it.

What would be your dream charter?
I'd love to get on an Arctic explorer and see the Northern Lights while staying cosy on deck.

What do you do to unwind?
A DIY spa day: bubble bath, face mask and a big cup of green tea.

What is currently top of your playlist?
Lovely Day by Bill Withers. It's an instant mood-booster!

BOB VENABLES

Based on the Isle of Wight, Bob is an illustrator whose clients include Guinness, British Airways, Waitrose, the BBC, Adidas and Sony, among others. For this issue's special focus on Turkey, he drew maps for our themed itineraries (*page 116*).

You've just returned from Turkey; what do you like to do there?
I have travelled extensively in Turkey for more than 30 years, and have visited all of the sites on the maps. Visiting small bays along the coast for swimming and snorkelling is not to be missed.

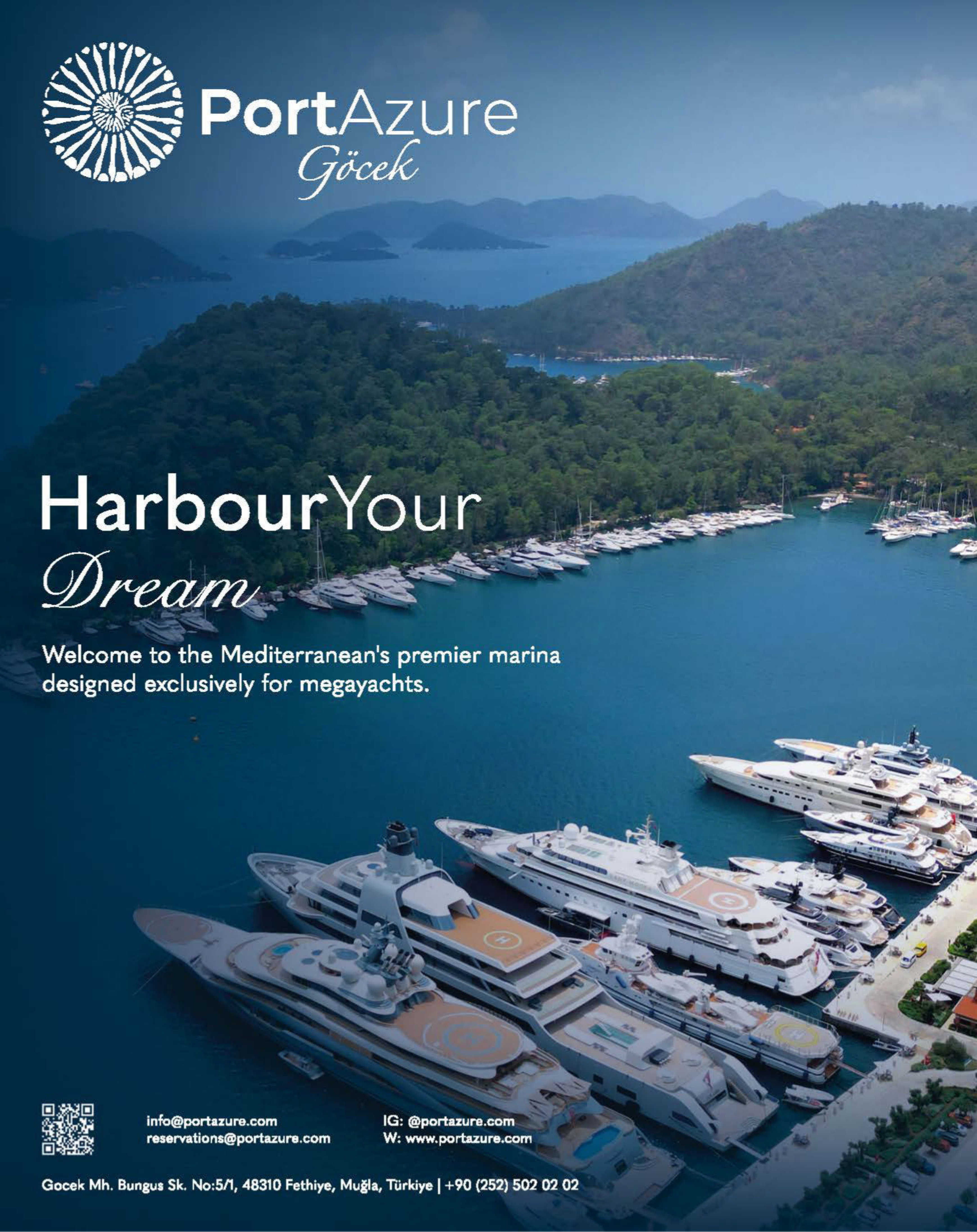
What type of illustrations do you typically draw?
I now work mostly digitally on a screen, but I still enjoy using traditional media like oils and inks.

Which artists inspire you?
I love the work of 18th-century English artist William Hogarth and the Italian Renaissance artists, as well as illustrators from the American Golden Age, such as N C Wyeth.

Where are you going next?
I've travelled round South America, Mexico, Egypt and Europe and will try to find time to return to Rome later this year.

> **"Thousands of miles offshore, facing whatever the ocean delivered that day, required constant adaptability"**

PHOTOGRAPHY: JORDAN NATHAN BAMFORTH



PortAzure
Göcek

Harbour Your
Dream

Welcome to the Mediterranean's premier marina
designed exclusively for megayachts.

info@portazure.com
reservations@portazure.com

IG: @portazure.com
W: www.portazure.com

Gocek Mh. Bungus Sk. No:5/1, 48310 Fethiye, Muğla, Türkiye | +90 (252) 502 02 02

YACHT AGENTS
EST. | 00°44'51S 90°18'W | 2020
GALAPAGOS

Extraordinary Galápagos, impeccable service – every tide,
every moment, flawlessly orchestrated

YACHTAGENTSGALAPAGOS.COM

ON BOARD

REVEALING THE LATEST NEWS, TRENDS AND TECH

DUTCH GEM

Project Tanzanite, the new 120-metre Amels flagship and largest Dutch build to date, finally takes to the water ahead of her 2026 delivery, says *Dea Jusufi*

The world's largest Dutch-built motor yacht has finally hit the water. The coveted title belongs to Project Tanzanite, a 120-metre, full-custom Amels build that surpasses the yard's previous flagship, *Here Comes the Sun*, by a staggering 31 metres. Details are closely guarded, though her exterior design is credited to Espen Øino, who has worked with Amels on a number of projects, including the Amels 60, the Amels 80 and the 77.8-metre *Energy*. Over the course of the next year, more than 1,000 people will work on the mammoth structure as Project Tanzanite prepares for her 2026 delivery. *amelsyachting.com*

Project Tanzanite has an exterior by Espen Øino, with a clipper bow and linear styling

PHOTOGRAPHY: DAMEN YACHTING

THIS MONTH: *inside the most exciting new refits and conversions / Oceanco's* Leviathan *launched into the blue / high-style cycling kit*

EDITED BY CAROLINE WHITE

EUROPE'S LEADING TECHNICAL AREA FOR REFIT & REPAIR
CIMOLAI
STP
SHIPYARD PALMA
MBH 1000

IPM GROUP
BE ONE OF US
www.group-ipm.com

www.stp-palma.com
CONTACT US! T.+34 971 214 747 INFO@STP-PALMA.COM

STP
SHIPYARD PALMA

NOV

NEWS

NEW LAUNCHES
SALES | CHARTER
MODELS | INSIGHTS

Edited by *Dea Jusufi*
NEWS EDITOR

The 111m Leviathan *features naval architecture by Lateral Naval Architects and Oceanco, exterior design by Oceanco and interiors by Mark Berryman Design*

BOAT | PRO

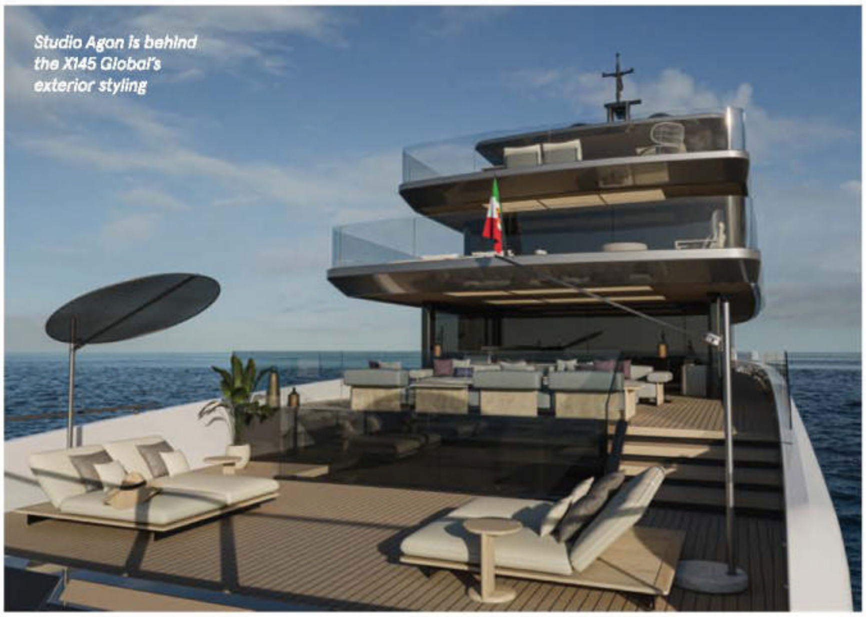
130m+ OCEANCO'S LARGEST PROJECT

From the deep

Dutch builder Oceanco has officially launched *Leviathan*, the 111-metre diesel-electric superyacht popularly known as Project Y722. A crew-focused design has resulted in low-maintenance materials – including wooden handrails and glass bulkheads – alongside a "convention-defying layout" that focuses on bringing groups together. As a tribute to *Leviathan*'s spirit of collaboration, a glass panel engraved with the names of more than 2,000 individuals involved in the build now stands in the main staircase. *oceancoyacht.com*

CABIN CONSCIOUS

Italian yard Extra Yachts has unveiled its latest model, a 44-metre explorer known as the X145 Global. Five decks hold a "game-changing" distribution of space, with the five guest cabins all located on the main deck to take advantage of the 9.1-metre beam. Interiors are by Milanese studio Hot Lab and defined by soft geometries and "contemporary, oriental details". *extrayachts.com*



Studio Agon is behind the X145 Global's exterior styling

PHOTOGRAPHY: OCEANCO

>

After You is the first in Damen Shipyard's Xplorer 60 series, with an Ice Class hull and interiors by H2 Yacht Design

A DAMEN DOUBLE ACT

Dutch yard Damen Yachting has delivered its first Xplorer 60 superyacht, *After You*, and her 53-metre support vessel, *Emotional*, to the same owner. The Xplorer 60 is reminiscent of high-profile expedition yachts such as *Andromeda* and *REV Ocean*, while *Emotional* has durability and sailing power at the forefront of her design, complete with a wave-slicing axe bow. The pair will be available for charter at key destinations across their owner's planned circumnavigation. *damenyachting.com*

FEADSHIP GOES NUCLEAR

Dutch yard Feadship has officially joined the Nuclear Energy Maritime Organisation (NEMO), a collective dedicated to advancing fair and effective regulations for the deployment, operation and decommissioning of floating nuclear power. "Yachting has always been about pioneering the future of technology at sea," says Giedo Loeff, Feadship's head of innovation and strategy. "Joining NEMO aligns with our vision to explore every credible pathway toward a sustainable future." ***feadship.nl***

Top: Feadship's Relativity concept envisioned how Einstein would have used a yacht, and was the first to explore nuclear power. Left: Giedo Loeff, Feadship's head of innovation and strategy

SPOTLIGHT: NEW TO THE MARKET LISTINGS BY HOLLY MARGERRISON

SEXY ME

€8,800,000

SuperYachtsMonaco

USP: The 27.8m Otam flagship 90 GTS is the series' first, with speeds up to 42 knots.

I DYNASTY

€240,000,000

Merle Wood & Associates and SuperYachtsMonaco

USP: At 100.8m and 4,437GT, the Kusch-built flagship is PYC-certified.

AXIOMA

€85,500,000

Northrop & Johnson

USP: The 72.5m Dunya flagship is known for her blue hull and beachy Alberto Pinto interior.

BOARDWALK

€165,000,000

Y.CO

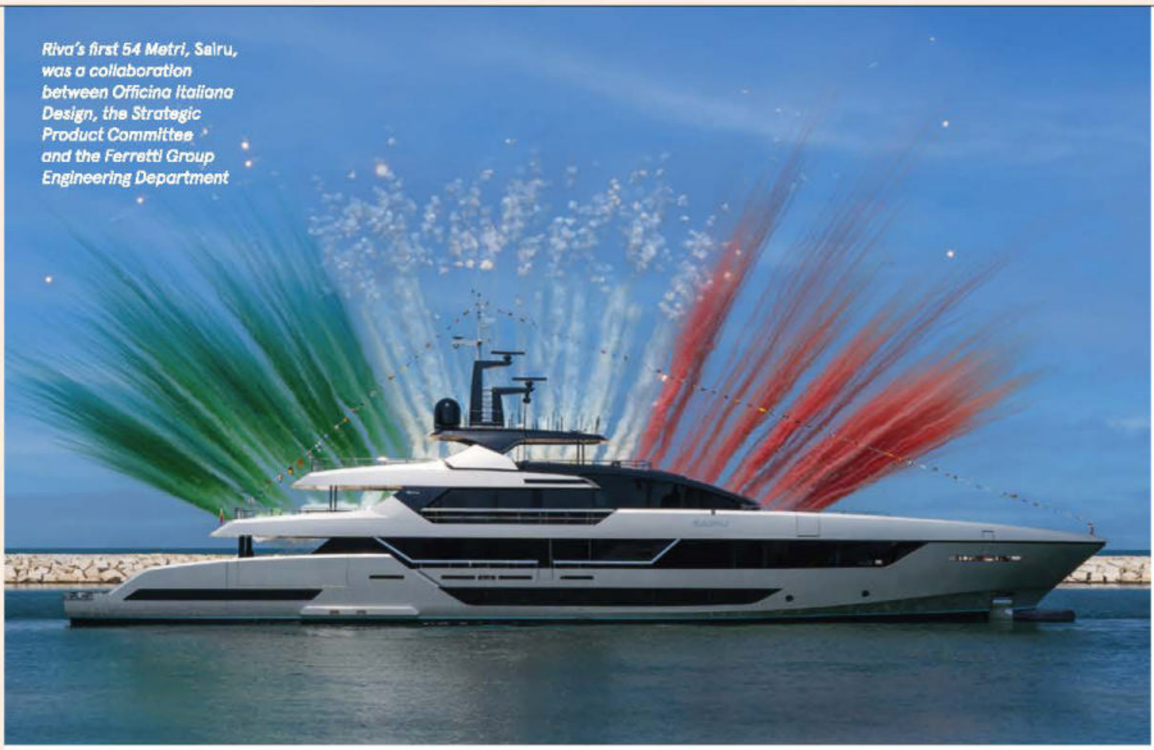
USP: The 76.5m Feadship by De Voogt features a certified helipad and interiors by Amy Halffman.

ALAIA

€10,800,000

Fraser

USP: The 41.8m Feadship, rebuilt between 2013 and 2020, blends De Voogt lines with modern luxury.



Riva's first 54 Metri, Sairu, was a collaboration between Officina Italiana Design, the Strategic Product Committee and the Ferretti Group Engineering Department

RECORD-BREAKING RIVA

Italian yacht builder Riva has launched its first Riva 54 Metri from Ancona, Italy. Named *Sairu*, she marks the brand's largest project at 54 metres, distinguishing herself from the previous 50 Metri flagship with softer lines and over 370 square metres of outdoor space. At the stern, a large transformer platform with an extra-wide walkway provides access to the beach area, arranged with a five-metre-long swimming pool and sunloungers. *riva-yacht.com*

BOAT
SUPERYACHT
DESIGN
FESTIVAL

The Superyacht Design Festival brings industry leaders and guests from the luxury community together for a thought-provoking and entertaining event that celebrates the world of design. Tickets are available for next year, returning to Kitzbühel on 1-3 February 2026. *boatinternational.com/luxury-yacht-events*

Ferrari has unveiled more than 70 models since its first in 1947

BOOK OF THE MONTH *Ready, set, race*

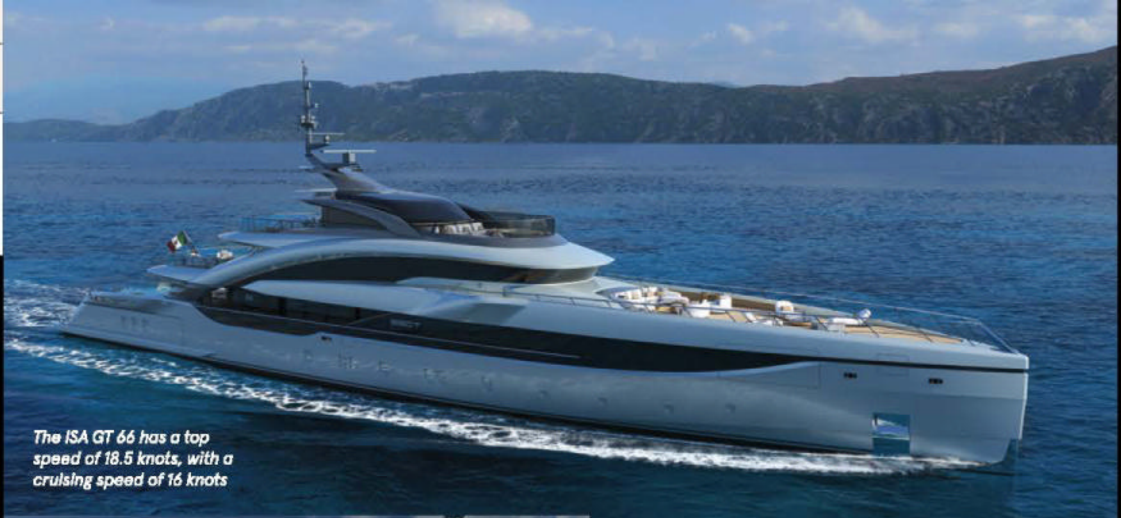
For seven decades, Ferrari has been synonymous with power, speed and sex appeal. *Ferrari* features exclusive content from the brand's archives, bringing together unseen photographs, sketches and original documents from some of the world's most famous drivers. Discover the stories behind Ferrari's victories, its key protagonists and its enduring legacy. *£125, taschen.com*

PHOTOGRAPHY: MAURIZIO PARADISI; JESSE ALEXANDER, COURTESY OF FAHEY/KLEIN GALLERY, LOS ANGELES; RAINER W. SCHLEGELMILCH /MOTORSPORT IMAGES

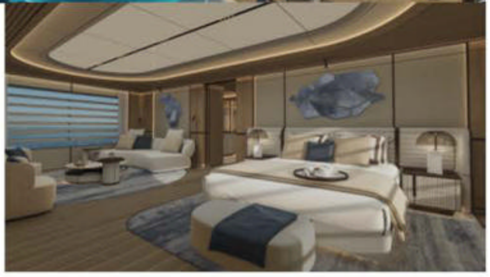
A tribute to Halit Yukay

The superyacht industry mourns the untimely passing of Mazu Yachts co-founder Halit Yukay, who died at sea in August. He was a respected figure, gifted yacht designer and a friend to many. Founded in 2011, Mazu Yachts made a name producing seaworthy and economical chase boats. The Turkish builder carved a niche in the semi-custom sector, including for the 28.5-metre *Waterlily*, a finalist at the 2024 BOAT International Design & Innovation Awards.

"[Yukay] expanded our horizons with every project, left a lasting mark on Turkish maritime with his vision and courage and gained a respected place in the international arena with his pioneering designs," read a Mazu Yachts' statement. "Our condolences to his family, loved ones and the entire maritime community."



The ISA GT 66 has a top speed of 18.5 knots, with a cruising speed of 16 knots



COUPÉ CHIC

Italian yard ISA Yachts has expanded its Granturismo line with a 66-metre model. The ISA GT 66 has long-standing collaborator Enrico Gobbi behind its taut, sporty lines, intended to "reinterpret the style of the grand sea coupé". A metallic blue-grey exterior and elongated bow characterise the new design, with the latter designed as a multifunctional lounge with minimalist furnishings and fireplaces. Glass balustrades complement the space, providing 180-degree, panoramic views. ***isayachts.com***

EXPLORER YACHTS SUMMIT

The Explorer Yachts Summit, held in association with Damen Yachting, will return on 13 November 2025 at the Yacht Club de Monaco. The only international summit dedicated solely to the explorer yachting sector, a stellar line-up of yacht owners, captains and adventurers will take the stage at this one-day conference. Tickets are now for sale. ***boatinternational.com/luxury-yacht-events***

SPOTLIGHT: SERIOUSLY FOR SALE

HERE COMES THE SUN

€165,000,000, VAT paid

Burgess and Y.CO

Reduced by: €20,000,000

The 89m Amels' 2021 rebuild included a 6m stern extension and two helipads.

BRAVADO

€14,900,000, VAT paid

Fraser; RYacht Management

Reduced by: €1,600,000

The 44.9m Abeking & Rasmussen, refit in 2024, has Raymond Langton interiors.

ACALI

€10,500,000

Northrop & Johnson

Reduced by: €1,400,000

The 2024 28m WiderCat 92 motor cat features four cabins for eight guests.

ROYALE X

€10,800,000

Burgess

Reduced by: €2,000,000

The 49.9m Overmarine Mangusta 165 has triple MTU waterjets for 38 knots.

KIJO

€8,900,000

G-Yachts and Expersea Yacht Management

Reduced by: €1,000,000

The 44.4m Heesen features five cabins for 12 guests.

PHOTOGRAPHY: COURTESY OF MAZU YACHTS

NEW PARDO43
ENJOY THE MAGIC
OF ITALIAN GENIUS.
AGAIN.
US PREMIERE
FL
FORT LAUDERDALE INTERNATIONAL BOAT SHOW
PARDO
YACHTS
Discover more at
www.pardoyachts.com

REVIVE AND THRIVE

***Gabrielle Lazaridis* examines the state of refit and highlights four notable superyacht makeovers**

From the moment a new build yacht launches, it is inevitable that it will one day return to the shed – whether for a survey, routine maintenance or even a substantial rebuild. And with a global fleet well into the tens of thousands, there is plenty of business to keep the refit sector churning.

But just how much business are we talking? At time of publishing, BOATPro is tracking 633 active refit projects (for yachts 24 metres and above), comprising light to extensive refits, conversions, rebuilds and warranty repairs.

The largest group of these projects (283) are in the US under such groups as Safe Harbor and Bradford Marine. Their facilities are typically suited to smaller projects, with larger yachts often needing to seek out European shipyards, either at specialised refit companies such as MB92 Group and Amico & Co. or new-build shipyards with a refit division such as Lürssen and Palumbo. BOATPro indicates that all 10 of the largest yachts currently undergoing refits are stationed in Europe.

We have selected a few of the most exciting refit projects underway globally, using BOATPro data to identify the most hotly anticipated superyachts ahead of their (re)appearance:

↘ BROKERAGE MARKET INSIGHTS

>> Every business is different – and that's why BOATPro can be tailored to suit your needs. Our combination of ready-made reporting and customisation means that you can use our data to build the reports you need. Get in touch with our team to see how we can help you: *boatpro@boatinternational.com*

TRANQUILITY

Refit type: extensive

Refit company: Oceanco

Refit duration at time of press: 491 days

More than a decade after delivery, Oceanco's 91.5-metre *Tranquility* is back at her home shipyard for a host of works, including a new interior, a stern extension to maximise outdoor space, a "transformational" repaint and even some "eco-conscious" upgrades.

ATHENA

Refit type: extensive

Refit company: Blohm+Voss

Refit duration at time of press: 520 days

The 90-metre Royal Huisman sailing yacht *Athena* was inspired by classic schooners but benefits from "state-of-the-art" engineering and sail handling gear, all of which are currently being refurbished at Lürssen's Hamburg facilities to keep her in top seafaring condition.

633
Total number of superyachts in refit

714.9
Average amount of days in yard for rebuild

23.2
Average amount of days in yard for maintenance

28,386
Total LOA, in metres, of superyachts currently in refit

As of 22 September 2025

PROJECT MASTER

Refit type: conversion

Refit company: Icon Yachts

Refit duration at time of press: 1,501 days

Originally built by Kleven as the offshore rescue and support ship *Ocean Ness*, Project Master is undergoing a conversion by Icon Yachts into "one of the world's most capable explorer yachts". She is currently listed for sale with Fraser, asking €99.5 million.

OCEAN FALCON

Refit type: conversion

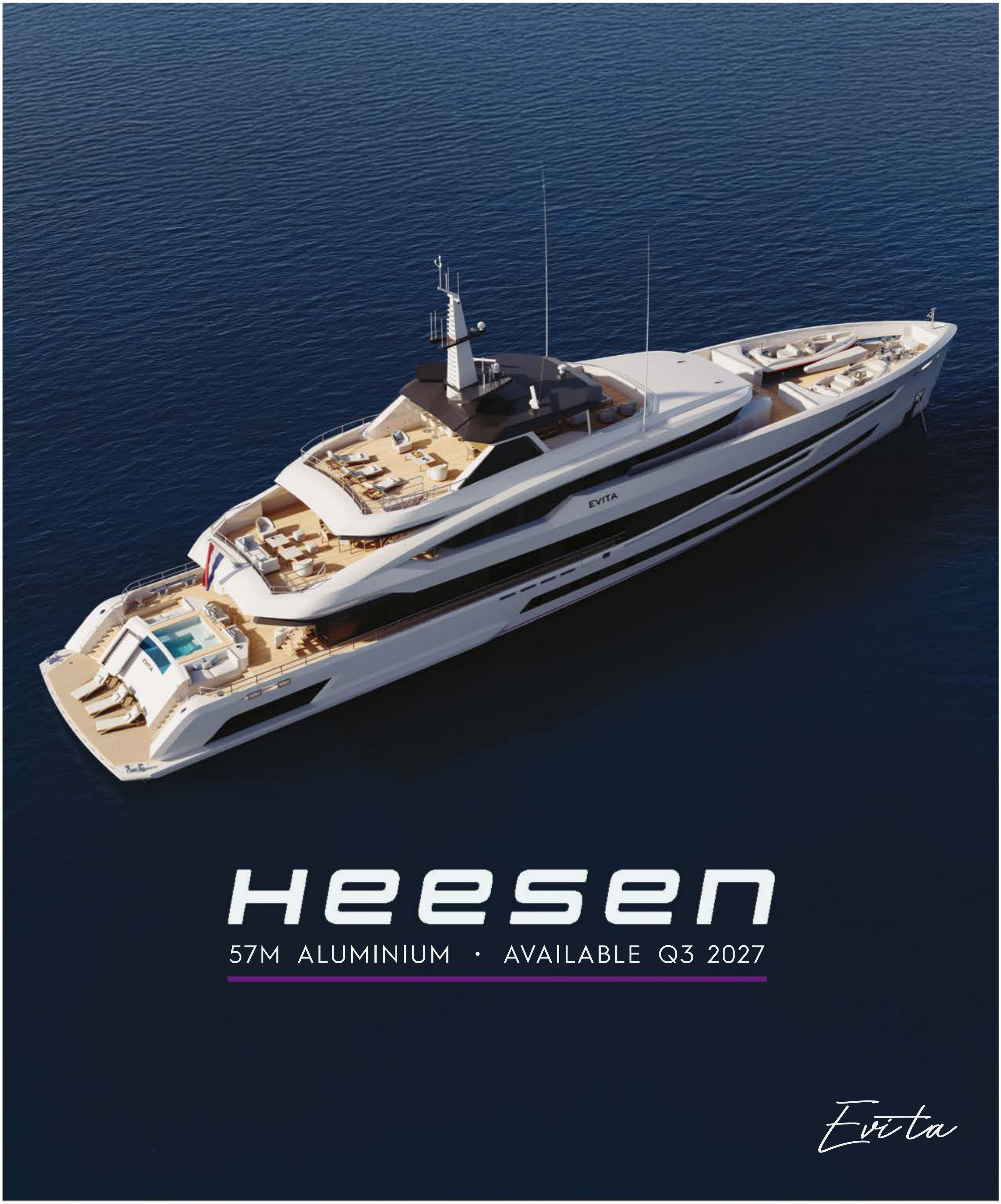
Refit company: TBC

Refit duration at time of press: 713 days

Ocean Falcon is an interesting case study. Formerly known as Project UFO, the 66-metre offshore rescue vessel is now looking for a new owner to complete its conversion into an explorer yacht for charter after Lürssen ultimately deemed several of the proposed changes to be "unfeasible".

The 66m offshore rescue vessel Ocean Falcon *is now for sale. Top:* Tranquility *is undergoing a refit at Oceanco*

PHOTOGRAPHY: OCEANCO; GUY FLEURY



EVITA
HEESEN
57M ALUMINIUM · AVAILABLE Q3 2027
Evita

MB92 GROUP

Can we afford not to?

Let’s preserve what inspired **our passion**

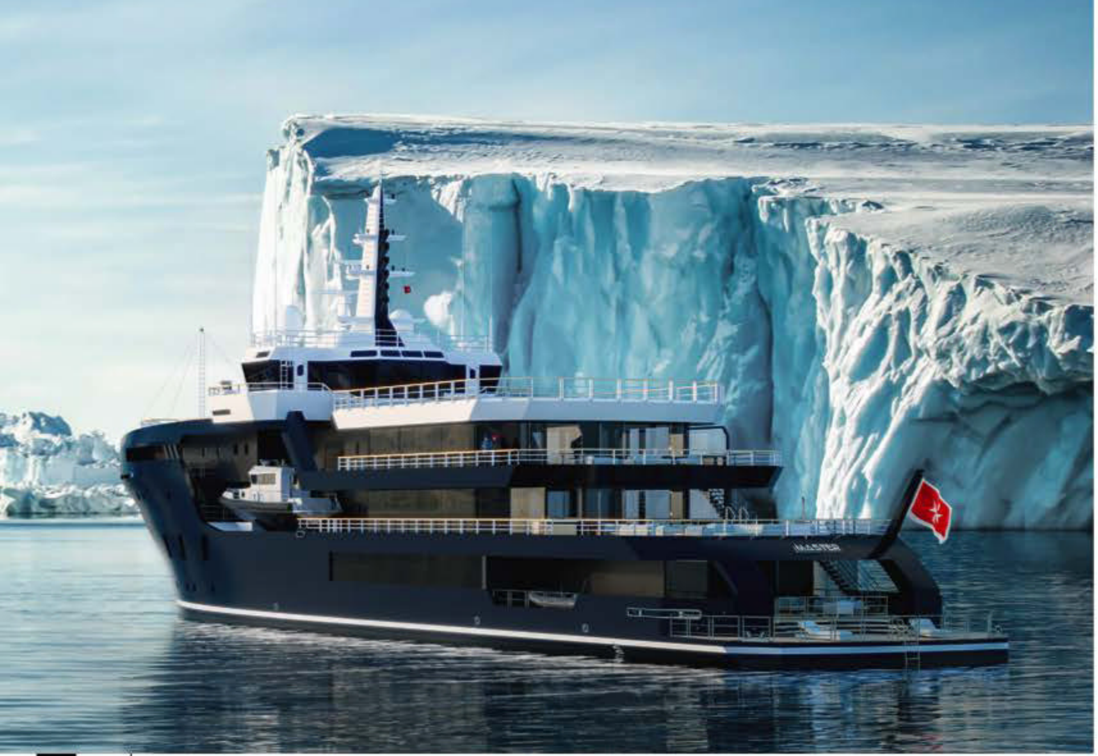
REFIT FOR THE FUTURE!

Discover our solutions
to drive sustainability
and improve value

BARCELONA LA CIOTAT RED SEA GOLFE-JUAN

TAKE TWO

Dea Jufusi takes a peek inside the transformative refits under way or recently revealed



MASTERMIND

Work is well under way on 70-metre Project Master, which has had all its major steel and aluminium works completed at Icon Yachts' facilities in Harlingen, the Netherlands. The conversion project was originally *Ocean Ness*, an offshore rescue and support ship, now slated to become one of the "world's most capable explorer yachts". Various parts of the original platform were demolished and rebuilt (increasing her volume by 1,000GT) and the interiors completely stripped to allow for an overhaul by British studio Winch Design. *iconyachts.eu*

ALFA, OMEGA

The 70-metre Benetti superyacht *Alfa* (ex-*Alkhor*) hit the water following a comprehensive refit at Lusben's site in Livorno, Italy. A relatively recent delivery, *Alfa* won a Neptune award at the 2021 World Superyacht Awards for her "handsome" exterior and "distinct deck spaces, containing every amenity". Her refit brought her some more charter-friendly touches, including the addition of a wine cellar and four custom bars. *lusben.com*

Sold in February 2024, Alfa now enjoys restyled interiors by Mark Berryman and fresh exterior paint

A LONGER LADY

The 65-metre classic yacht *Lady Esther* has been officially redelivered following a three-year rebuild with Damen Maaskant. Works were extensive: *Lady Esther* gained a 10-metre extension, a reconfigured interior layout, glass bulwarks around two aft decks and a new spa pool. Recent imagery shows a marked difference to *Lady Esther*'s original 1979 exterior, with refit designer Vripack opting for a rigid, masculine design typical of explorer yachts. *damen.com*

PHOTOGRAPHY: LUSBEN; DAMEN MAASKANT

MAGNUM OPUS

Turkish yard KRM Yacht is refitting a 1990s Heesen known as *Opus II*. The 36-metre is undergoing 18 months of works, which aim to enhance her with modern technology while still preserving her historical charm. Led by London-based studio Red Yacht Design, upgrades include a new, sharp grey exterior, two extra cabins, a sundeck spa pool and a transom extension that can accommodate a three-metre swimming pool. *krmyacht.com*

Opus II, delivered in 1997, is being redesigned to reflect how today's owners like to live

WORKS HAVE BUILT ON *MAGNA GRECIA*'S TWO-YEAR REBUILD IN 2019 THAT INCLUDED A 5.3-METRE EXTENSION

GREAT(ER) GREECE

The 63.8-metre *Magna Grecia* has been relaunched following a 10-month refit with Seara Maritime in Perama, Greece. Works have built on her award-winning two-year rebuild in 2019 that included a 5.3-metre extension. Now she boasts a refurbished stern, technological upgrades to the cinema, new contemporary art, repainted ceilings and reupholstered furniture. *searamaritime.com*

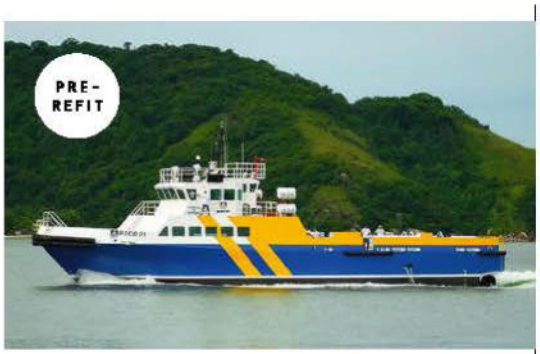
RECOVERY REFIT

The 40.9-metre motor yacht *Renata* is now chartering with Touch Adriatic following a keel-up restoration in Croatia. The former *Kanga* was completely rebuilt following a devastating fire in Dubrovnik, mere months after her delivery by Cerri Cantieri Navali. A definitive highlight on this new build is the sundeck with its front-facing spa pool, bar and barbecue, though the beach club sauna is sure to be a crowd-pleaser. *touchadriatic.com*

PHOTOGRAPHY: SEARA MARITIME; TOUCH ADRIATIC; ALESSANDRO GUERRERI; TOUCH ADRIATIC

MONACO MAKEOVER

The 49.9-metre motor yacht *Bijin* has completed a nine-month refresh at Monaco Marine's La Seyne-sur-Mer facilities. She was *Sibelle* in her previous life, delivered as the first hull in Heesen's 50-metre fast-cruising series. Her new name (a Japanese term meaning "beautiful woman") is reflective of her rejuvenating works, according to Milanese studio Hot Lab. Living spaces are calming and Japandi-inspired, with the colour palette shifted towards lighter tones, softer shades of brown and "gentle oriental touches" woven throughout. *Bijin* will be used both privately and for charter, with her upcoming first season with Ocean Independence already fully booked. *monacomarine.com*

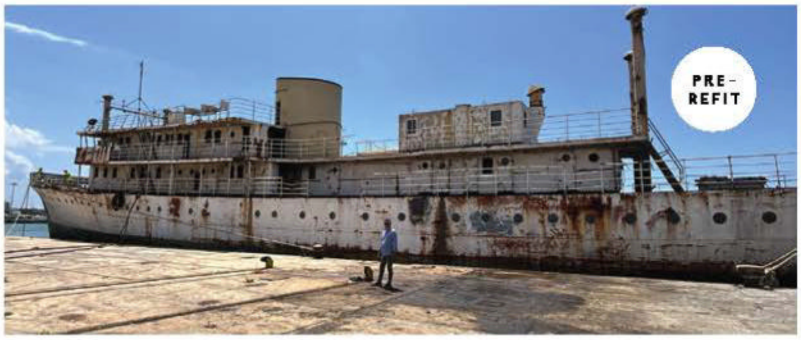


TRIPLE THREAT

Brazilian yard Inace Superyachts has acquired three offshore supply vessels for conversion into explorer yachts. Three clients have been secured, with the first – a 37-metre named *Haya* – fully refitted and recently delivered. Details on the projects are scarce, though the yard explained the major challenge was "preserving the supply vessel DNA" (such as strength and safety) while introducing a more "seductive" exterior design, penned by Fernando Almeida. *inacesuperyachts.com*

A MOMENT OF SILENCE

A former Royal Dutch Navy build will soon begin her conversion into a charter yacht. The 71.8-metre *Snellius* is at Giacalone Shipyard, an Italian builder that specialises in merchant and military vessels, where she is preparing for a "complete overhaul" that will include structural work, a new interior design and updated electrical and automation systems. Furthermore, a hybrid solution will allow *Snellius* to cruise silently. *giacaloneshipyard.it*



Hit the road

Gain the edge with the latest cycling kit, from sweeping shades to lightweight lids

The human story of road racing, from glorious victories to dramatic crashes, told through the vivid photography of pro-cycling photographer Kristof Ramon. The Art of Suffering, *£43, kramon.be*

> "IT NEVER GETS EASIER; YOU JUST GO FASTER."
>
> **GREG LEMOND, TOUR DE FRANCE WINNER**

The Z1 KinetiCore helmet offers rotational impact protection, excellent ventilation (although an optional Lazer Aeroshell can be added for an aerodynamic edge) and feather-lightness at just 220g. £229, lazersport.com

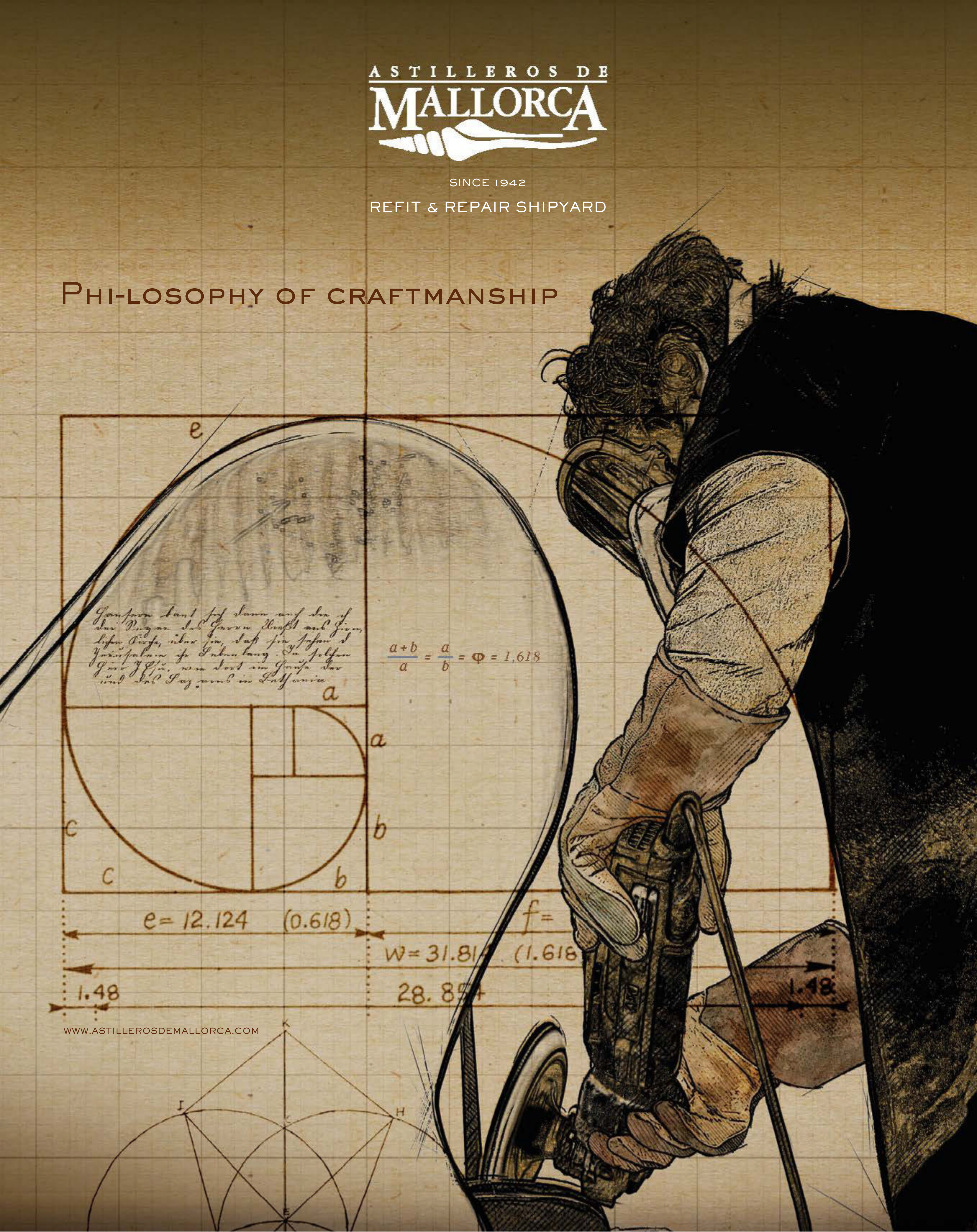
The new Apple Watch Ultra 3 actively monitors cycling speed and efficiency – riders can mount it on their handlebars and check progress in real time. From £749, apple.com

Trek describes the carbon Madone SLR 9 AXS Gen 8 as "impossibly light" and designed it with input from pro racers. It's suitable for racing sprints or climbing hills and is eminently customisable. From £10,500, trekbikes.com

Unique Pro Road Shoes feature a carbon-fibre sole, extra width across the metatarsal for comfort and a cupped heel for stability. £550, q36-5.com

Oakley's titanium Sutro TI Sweep sunglasses have a sweep lens design, plus a no-slip grip via earsocks and an adjustable nosepad. £288, oakley.com

PHOTOGRAPHY: KRISTOF RAMON


ASTILLEROS DE MALLORCA
SINCE 1942
REFIT & REPAIR SHIPYARD
Phi-losophy of craftmanship
e
a
a
c
b
c
b
$\frac{a+b}{a} = \frac{a}{b} = \Phi = 1,618$
e= 12.124 (0.618)
f=
W= 31.81 (1.618
1.48
28.85
1.48
WWW.ASTILLEROSDEMALLORCA.COM
K
I
H
E

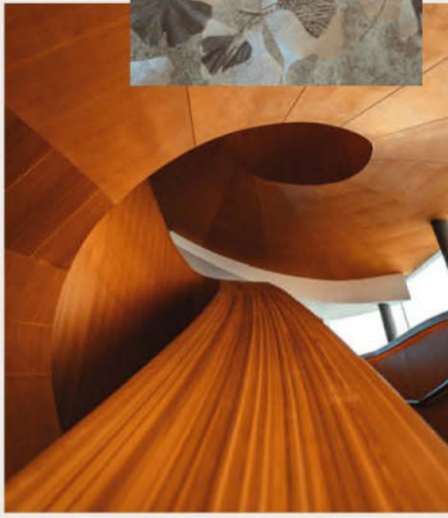
BOAT | ACA

Artistry & Craft Awards

2026 NOMINATIONS NOW OPEN

BOAT International's Artistry and Craft Awards (BACA) celebrate the yachting industry's finest creators. Nominations are now open – and we need your help

Superyachts are shining examples of exceptional and meticulous artisanship. They are projects often masterminded at small studios and workshops by talented craftspeople working behind the scenes. Our Artistry and Craft Awards (BACA) aims to showcase this incredible work. Entries can be anything big or small, standalone or integrated, as long as they are handcrafted and bespoke to the yacht: from vases, artworks and sculptures to furniture, wall panels, door treatments, staircases and more. If you have worked on, or have commissioned, something for a yacht that you believe is worthy of an accolade, enter below. The deadline for submissions and final materials is 29 October. Winners will be announced at the Superyacht Design Festival, 1 to 3 February, 2026, with the winners and nominees featured in print and online after the announcement.



How to apply

Send submissions for the awards via *boatint.com/bacas.* If you're concerned about NDAs or need support from a designer but don't have direct access to them, please email us at *events@boatinternationalmedia.com* so that we can assist you. Good luck!

BACA COMPRISES THREE AWARDS:

Excellence in Craftsmanship
This award recognises an object whose construction is, in the judges' view, second to none. The object must be bespoke and created specifically for a new or newly refitted yacht.

Outstanding Collaborative Creation
This award will go to an exceptional collaboration between two or more individuals. The object must be bespoke and created specifically for a new or newly refitted yacht.

Emerging Artisan of the Year
This award brings to light an artisan whose work has recently appeared on board a yacht for the first time, and who shows outstanding talent and promise.

IN ASSOCIATION WITH

PARKWAY
ENGLAND

The BACA panel, all ardent custodians of craft and artistry in their own right, include:

Deborah Pocock LVO, CEO of Queen Elizabeth Scholarship Trust (QEST)
Deborah is passionate about ensuring opportunity and access to craft skills training, regardless of circumstance. QEST champions excellence in British craftsmanship by funding the education of aspiring artisans. Since 1990, it has awarded almost £5.5 million to 700 makers working in a range of craft skills. QEST also provides its alumni with opportunities for exhibitions, and commissions through its extensive network.

Jay Rushton, CEO of Parkway England
Jay has spent more than three decades in high-end bespoke furniture and interior fit-outs. Under his leadership, elite British manufacturer Parkway England has created bespoke furniture for celebrated yachts and luxury interiors worldwide. With a team of 55-plus artisans and designers at its Hampshire HQ, Parkway is known for excellence. Jay has been driving the company's growth and positioning it to become one of the world's leading bespoke furniture makers.

Adrian Sassoon, art dealer, art collector and writer
Adrian is the leading UK dealer in contemporary works of art – ceramics, glass, silver, gold, lacquer and hardstone objects. His other field is French 18th-century works of art, primarily in the royal porcelain factory of Vincennes and Sèvres, and he has an interest in old master and later paintings and 20th-century photography. Sassoon started his career at the J Paul Getty Museum as a junior curator in 17th- and 18th-century European decorative arts.

Lay Koon Tan, co-founder of Nature Squared
Nature Squared focuses on bespoke sustainable surface design applications, concentrating on promoting artisanal skills, creating jobs and reducing waste in emerging markets. Replicable processes illustrate how luxury and rarity can result from humble materials such as fruit skins and feathers. Established as a natural materials supplier for superyachts, Nature Squared has also collaborated with Rolls-Royce, Montblanc, BMW and Victorinox.

Christopher Whale, group creative director of BOAT International Media
Christopher has worked in editorial design on a range of high-end luxury titles for more than two decades. Having launched his career at Harpers & Queen, *he went on to art direct for some of the UK's most prestigious luxury magazines, including* Tatler *and* Harper's Bazaar. *As group creative director at BOAT International Media, Christopher has overseen the redesign of the company's print and digital portfolio.*

Andrew Winch, yacht designer
Andrew's love of yachts was ignited in childhood during summers spent sailing the Solent in his father's 12-metre Beneteau. After completing an apprenticeship for yacht designer Jon Bannenberg, Winch and his wife, Jane, established Winch Design in 1986. Winch Design has won more than 30 prestigious design awards and has come to be recognised as one of the world's leading design studios. It now comprises more than 150 talented individuals.

PHOTOGRAPHY: BEN HARRIES; ETHAN BODNAR UNSPLASH; GETTY IMAGES; TANDEM X VISUALS ON UNSPLASH; GIULIA SQUILLACE ON UNSPLASH

THE RISE OF A SUPERYACHT KING

Captain Grant Du Preez is the steady hand behind superyacht *King Benji*'s floating empire and success, trusted to navigate the world of luxury at sea

Since her launch in March 2023, 46.7-metre *King Benji* has carved out a reputation as one of the most successful new charter programmes on the water. At the helm of this extraordinary vessel is Captain Grant Du Preez, whose energy, dedication and hands-on leadership have been central to *King Benji*'s meteoric rise.

In just over a year, *King Benji* has completed more than 20 weeks of charter and logged over 18,000 nautical miles at sea – an impressive feat that speaks volumes about both the yacht's design and the drive of her captain.

"*King Benji* is such a fast-paced programme," says Du Preez. "You need the right attitude to keep it moving at this level, and that's exactly what the owner expects. It's about saying yes, finding solutions and keeping the momentum going."

Du Preez is no stranger to the demands of yachting at the highest level. Having spent more time at sea than on land over the past two years while running entrepreneur Josh Golder's yacht, he has proven his ability to operate tirelessly under pressure. That commitment to service and performance has been a cornerstone of *King Benji*'s success in the global charter market.

The yacht itself is impossible to ignore. With her masculine exterior lines penned by Gregory C Marshall and an award-winning interior by Design Unlimited, *King Benji* stands out in every harbour she visits. "The look of this yacht turns heads everywhere we go," Du Preez explains. "She's extraordinary in style and built to be a true charter machine."

But *King Benji* is not just a bold, masculine yacht; once you step on board, you know you're going to have fun. Guests never leave with a simple goodbye – it's always a warm "See you next season." With her luxury-meets-warmth atmosphere, *King Benji* strikes the perfect balance between adventure and relaxation.

After a full day on the water – perhaps competing in the yacht's playful Water Olympics against the crew – guests gather to celebrate on the teppanyaki deck. Signature *King Benji* cocktails flow, the world-class chef prepares a dazzling dinner and sunsets are savoured in style. These moments turn charters into cherished traditions, creating memories that last forever.

Du Preez is known for going above and beyond, from securing anchorages in exotic, hard-to-reach locations to tailoring every trip detail to guest preferences. "The greatest thing about *King Benji*'s unique design," he notes, "is that every area of the yacht offers something to do. Whether you're relaxing in the crow's nest with a book or driving eco-friendly golf balls into the sea, there's always something happening – and at such an affordable price point for a yacht of this calibre."

> "EVERY AREA OF THE YACHT OFFERS SOMETHING TO DO"

KING BENJI IN THE CARIBBEAN

DAY 1: ST MAARTEN TO ST BARTHS

SPEND THE DAY AT ANCHOR OFF PRISTINE SALINE BEACH, PLAYING WITH THE TOYS

DAY 2: ST BARTHS

TENDER TO ÎLE COCO FOR SNORKELLING, AND ENJOY DINNER ON SHORE AT L'ISOLA

DAY 3: ST BARTHS

AFTER A MORNING PLAYING WITH THE WATER TOYS, MASSAGES WILL BE ON OFFER

DAY 4: ST BARTHS TO ANGUILLA

ANCHOR OFF SCRUB ISLAND, ENJOY THE SLIDE, JET SKIS AND CLIMBING WALL, AND TAKE A SHORT TRAIL WALK TO SEE PABLO'S PLANE

DAY 5: CROCUS BAY, ANGUILLA

TENDER TO PRICKLEY PEAR CAYS FOR SNORKELLING AND CATCHING LOBSTER

DAY 6: CROCUS BAY TO COVE BAY, ANGUILLA

TRY TENNIS AT AURORA, PIZZAS ON THE SWIM PLATFORM AND MOVIE NIGHT ON THE AFT DECK

DAY 7: ANGUILLA

SPEND THE DAY AT MULLET BAY BEACH FOR THE FAMOUS *KING BENJI* OLYMPICS

DAY 8: ST MAARTEN

ENJOY A FINAL MORNING ON THE CARIBBEAN'S BLUE WATERS BEFORE HEADING INTO PORT

King Benji *stands out in the harbour, both for her masculine exterior design and for her full toy box. Below: at the helm is the tireless Captain Grant Du Preez*

SPEC SHEET

BUILDER DUNYA YACHTS

LOA 46.7M

BEAM 8.9M

DRAUGHT 2.95M

GUESTS 10

CREW 9

WINTER 2025 CHARTER DESTINATIONS
CARIBBEAN/BAHAMAS

RATE FROM $250,000/WEEK

TENDERS AND TOYS ON BOARD

12M CUSTOM NOR-TECH TENDER
WITH 3 X 400HP MERCURY OUTBOARDS

4.2M NOVURANIA TENDER

SCUBA GEAR

DIVE COMPRESSOR

4 X AIR TANKS

4 X SETS OF DIVE GEAR

SNORKELLING GEAR

FUNAIR SLIDE FROM BRIDGE DECK

FUNAIR TOY ISLAND

FUNAIR SWIMMING POOL

FUNAIR TRAMPOLINE

FUNAIR GOLF ISLAND

4 X SEA-DOO RXT 325S

VARIETY OF TOWABLES

2 X E-FOILS

3 X PADDLEBOARDS

YOGA/PILATES EQUIPMENT

FISHING GEAR

WAKEBOARDS

2 X TROLLING SHIMANO REELS

KNEEBOARDS

HAWAIIAN SLINGS AND SPEARFISHING

WATERSKIS FOR ADULTS

As for cruising grounds, Du Preez is especially drawn to the Caribbean. An avid diver and fisherman, he finds the region rich with experiences – from pristine reefs to big-game fishing adventures. Charter guests also appreciate a financial perk: no VAT on charters in the Caribbean, making *King Benji* not only an unforgettable yacht but also a smart choice.

King Benji's growing charter reputation is proof of the yacht's winning formula: an extraordinary design, a fun and welcoming onboard culture and a captain whose relentless commitment ensures every voyage is seamless. As Captain Du Preez and his crew prepare for another demanding season, the verdict is clear: *King Benji* is more than a yacht – she's an experience.

For more information about chartering King Benji*, contact vanessa@cecilwright.com*
+44 7507 432 232 / +44 20 7408 1001

JAFFA&CO

Superyacht & Aviation Lawyers

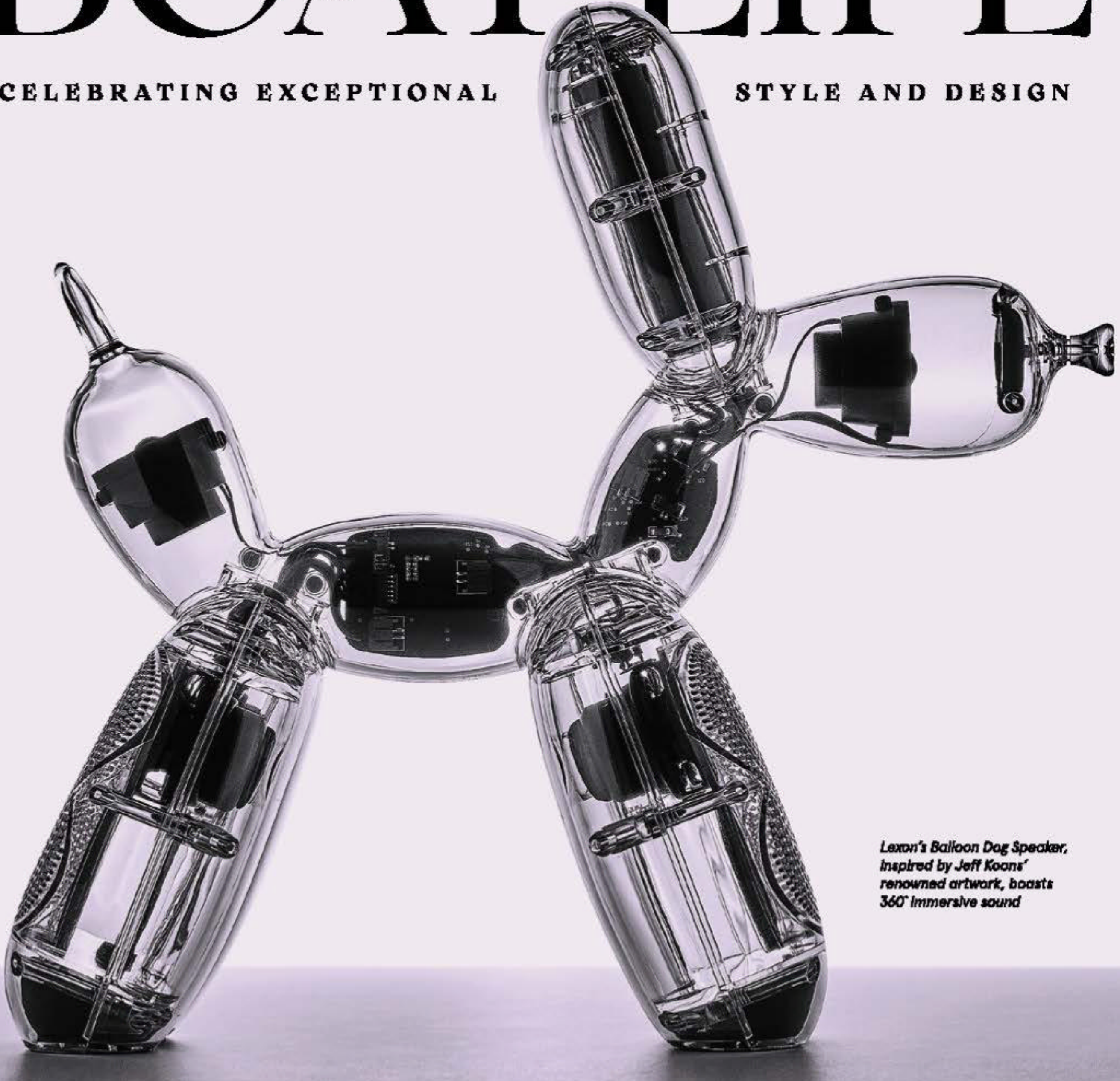
Market leading. Every time. Call us.

EXPERT LEGAL ADVICE | AWARD WINNING | RESPECTED GLOBALLY

www.Jaffa-Co.com Enquiries@Jaffa-Co.com +44 207 846 0341

BOAT LIFE

CELEBRATING EXCEPTIONAL STYLE AND DESIGN



Lexon's Balloon Dog Speaker, inspired by Jeff Koons' renowned artwork, boasts 360° immersive sound

TURN IT UP

From artistic acoustics to customised cars and new-season wardrobe updates, we've got 24/7 style figured out

French audio experts Lexon merge art and sound with this Jeff Koons collaboration, created to celebrate the 10th anniversary of Los Angeles museum The Broad. Reimagining the American artist's celebrated balloon figures as a limited-edition speaker, it's fitted with Bluetooth 5.0 technology, six ultra-precise active drivers and four finely tuned passive radiators. It also has built-in microphones for hands-free calls, creating 360-degree high-fidelity sound. Each piece is engraved with Koons' signature and comes with a certificate of authenticity. *$750, lexon-design.com*

THIS MONTH: *top property picks in Fort Lauderdale / pull up in a personalised supercar / dates for your diary in London, Paris and Palm Beach*

EDITED BY BELLE RICE

Paris Photo showcases photography from galleries worldwide, including New York's Pace Gallery, which is currently presenting a Paolo Roversi exhibition featuring works such as his Anna, Tokyo carbon print

Picture perfect

The 28th edition of Paris Photo takes place at the Grand Palais this November, with showings from galleries from as far afield as Casablanca and Cairo. For anyone new to buying photographic art, the big hitters are here too, with Hamiltons, Pace New York and many more on the roster to show you the ropes, alongside up-and-coming exhibitors making waves in the art world.
13 to 16 November, parisphoto.com

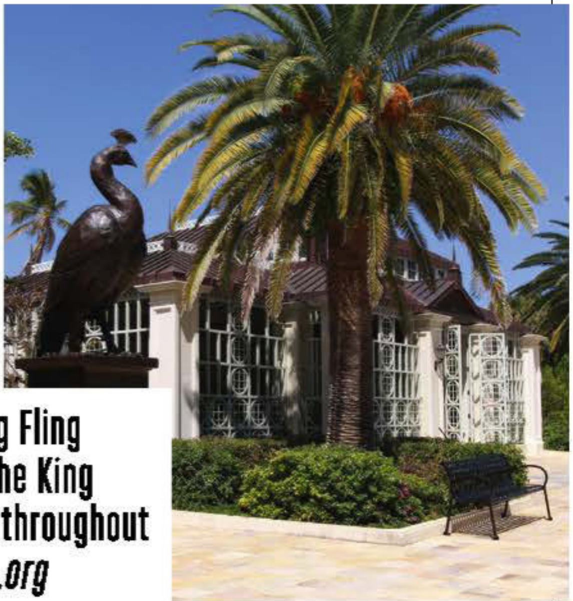
A FEAST FOR ALL

From Caribbean cuisine to florals in Florida, keep up to date with this month's openings and events

ISLAND TIME

Kick off the winter season with the ultimate culinary showdown at the Anegada Lobster Festival. Taking place across Anegada, the BVIs' "Drowned Island", visitors can rent a Mini Moke to visit 13 beachfront restaurants where the archipelago's best chefs are cooking up freshly caught lobster in creative Caribbean style. Also on the cards? Live music, sunset parties and a chance to get up close and personal with the island's famous flamingos. *28 to 30 November, bvifoodfete.com*

Below: the Philip Hulitar Sculpture Garden features 20 sculptures, including the Peacock Monument by Dan Ostermiller



BOOK IT **The Society of the Four Arts in Palm Beach hosts its annual King Fling cocktail, kicking off the season and simultaneously raising funds for the King Library Collection. There's live music, wine auctions and more on offer throughout the evening in the Philip Hulitar Sculpture Garden.** ***7 November, fourarts.org***

A STILLA arrangement with white roses

MYKONOS MUSE

Makes scents

US and Caribbean-based fans of STILLA's custom floral displays can breathe a sigh of relief, as the florist has opened a boutique in Fort Lauderdale. Purveyors of bespoke arrangements of real flowers that last up to a year, STILLA offers a 48-hour turnaround time from order to delivery and will serve boats around the region. *1003 SE 17th St, Fort Lauderdale, stillaflowers.com*

Right: Victor Bettendorf on Foxy de la Roque in Riyadh, 2024. Below: the Longines Spirit Flyback stainless steel and 18kt yellow gold watch, £5,900, longines.com

Jump start

The Longines Global Champions League heads to Riyadh for the finals, where the best of the best in showjumping are expected to compete for the title after a year-long world tour. Set to take place in the King Abdullah Financial District, the top ticket to watch is on the Saturday afternoon when competitors go head to head against the clock for half a million dollars in prize money in the Grand Prix of Riyadh. *30 October to 1 November, gcglobalchampions.com*

JUST CAUSE **Some of the best names in superyachts are gathering in Fort Lauderdale this November for the 36th Annual Boys & Girls Clubs Yacht Rendezvous at the Pier Sixty-Six Resort. With boat tours, entertainment from Robin Thicke and a VIP guest list, the two-day event will raise funds for the Boys & Girls Clubs of Broward County.** ***7 to 8 November, bgcbc.org***

PHOTOGRAPHY: COURTESY OF THE SOCIETY OF THE FOUR ARTS; PAOLO ROVERSI/PACE GALLERY; COURTESY STILLA; LJUBA BUZZOLA; JENNIFER BALCOMBE PHOTOGRAPHY

Pier Sixty-Six opened earlier this year in Fort Lauderdale after a $1 billion redevelopment. The property added four new buildings featuring a mix of condominiums and residences.

SUNNY SIDE UP

Property prices tell a tale of two markets in Fort Lauderdale, finds *Ruth Bloomfield*

The boats on sale at this year's Fort Lauderdale International Boat Show will surely be as seductive as ever. But, on land, is there as much shine on the real estate market as on the hulls in the marina?

Mainstream prices, which soared at the peak of the pandemic as buyers flooded south for a more outdoorsy lifestyle in a low-tax state, have started to fall. According to the latest research from Rocket, the median sale price in Fort Lauderdale slipped by 0.8 per cent over the year to July, to an average of $471,000 (£348,747) or $3,940 per square metre.

Worse, analysis by Bloomberg suggests that the number of homes actually sold fell 19 per cent in a year and properties languish on the market for an average of 83 days. Chen Zhao, head of economic research at Redfin, has described South Florida as the "epicentre of housing market weakness" in the US, concluding that the post-Covid-19 boom has now bust.

However, happily for owners of Fort Lauderdale's trophy waterfront houses and the developers currently investing billions of dollars in upscale branded residences, property markets are not homogeneous. Prime property is little impacted by issues such as rising interest rates and affordability concerns, and some sections of the market are still in fine fettle.

"It's really a tale of two markets," says Josh Dotoli of Compass Real Estate. "Waterfront single-family homes at the top end are still holding strong – up around seven or eight per cent over the past year – because there's only so much dockage and ocean-access property out there."

On the flip side, the price of luxury condos has dropped by 10 or 11 per cent, said Dotoli, because there is more inventory on the market than buyers.

Gilles Rais, lead of the Gilles Rais fine homes team, agrees that homes in sought-after addresses like Bay Colony, the gated community that's home to Lionel Messi, still sell to buyers who care more about their quality of life than rapid capital growth. "For families relocating or seeking a luxury lifestyle with access to world-class education, yachting and golf, there's simply nothing else like it," he said. "These buyers aren't just speculating. They are investing in quality of life."

He finds that buyers are more price conscious than they have been over the past few years, but will still pay a premium for a well-located

The St Regis Resort & Residences at Bahia Mar, Fort Lauderdale, is due to be completed in 2030

PHOTOGRAPHY: ARX CREATIVE; COURTESY PIER SIXTY-SIX; COURTESY OF RIVA RESIDENZE: DENIEL PETRON: ERIC IGUALADA

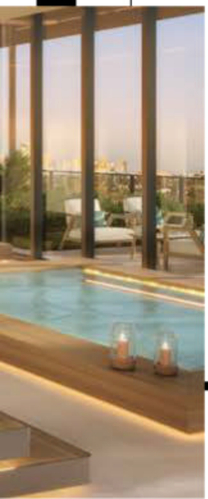
turnkey home, particularly with direct ocean access. Fixer-uppers, on the other hand, have seen prices slide.

Branded residences are a new arrival on Fort Lauderdale's property scene, with everyone from the Four Seasons to Armani/Casa tempting international buyers looking for a lock-up-and-leave holiday home with plenty of on-site amenities.

The first owners have already moved into residences at Pier Sixty-Six, a reboot of a 1950s fuel dock on Fort Lauderdale's Harbour Isles. The $1 billion redevelopment has added four new buildings containing a mixture of condos and residences, priced from $3.85 million to $15.5 million for a 700-square-metre penthouse. Owners can use the amenities of the site's private club, including a spa, pool and boat, and there are more than a dozen restaurants and bars plus a 17th-floor rotating lounge.

Meanwhile, planning is well under way at Riva Residenze, a 20-storey building on Fort Lauderdale Beach, designed with Italian boatbuilder Riva and being billed as the first yacht-branded residences in the world. The boutique development will have 36 apartments by yacht designer Giuseppina Arena, a private six-slip marina, plus pools and spa. Prices start at $3.5 million, and the two penthouses, each measuring around 817 square metres, are expected to be priced at north of $10 million. The development will be completed in 2028.

A longer-term option is the 16-plus acre St Regis Resort & Residences at the Bahia Mar marina, which is due to be completed by 2030. The complex will include 239 residences and apartments with prices from $3 million, a hotel with interiors by Tara Bernerd & Partners, a beach club, spa, restaurants and a 250-slip marina large enough to accommodate yachts up to 107 metres LOA.

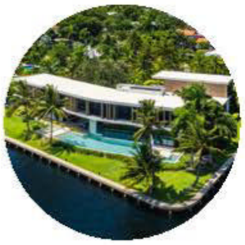


Even though some of these projects were dreamed up during the pandemic surge, Dotoli says buyers are enthusiastic about the concept – particularly when there is an onsite marina and resort amenities.

Looking forward, Dotoli expects prices for houses will continue to grow, but condo values will continue to slide. "Lower interest rates could bring more buyers into the market, but higher inventory and operating costs will keep things from running away like they did during the pandemic," he said. "Well-located, well-amenitised homes will continue to outperform everything else."

Rais points out that Fort Lauderdale real estate is good value when compared to properties located in Miami or Palm Beach. On that basis, he expects "healthy growth" in the $5 million to $20 million price bracket over the next year, where stock is limited and demand steady.

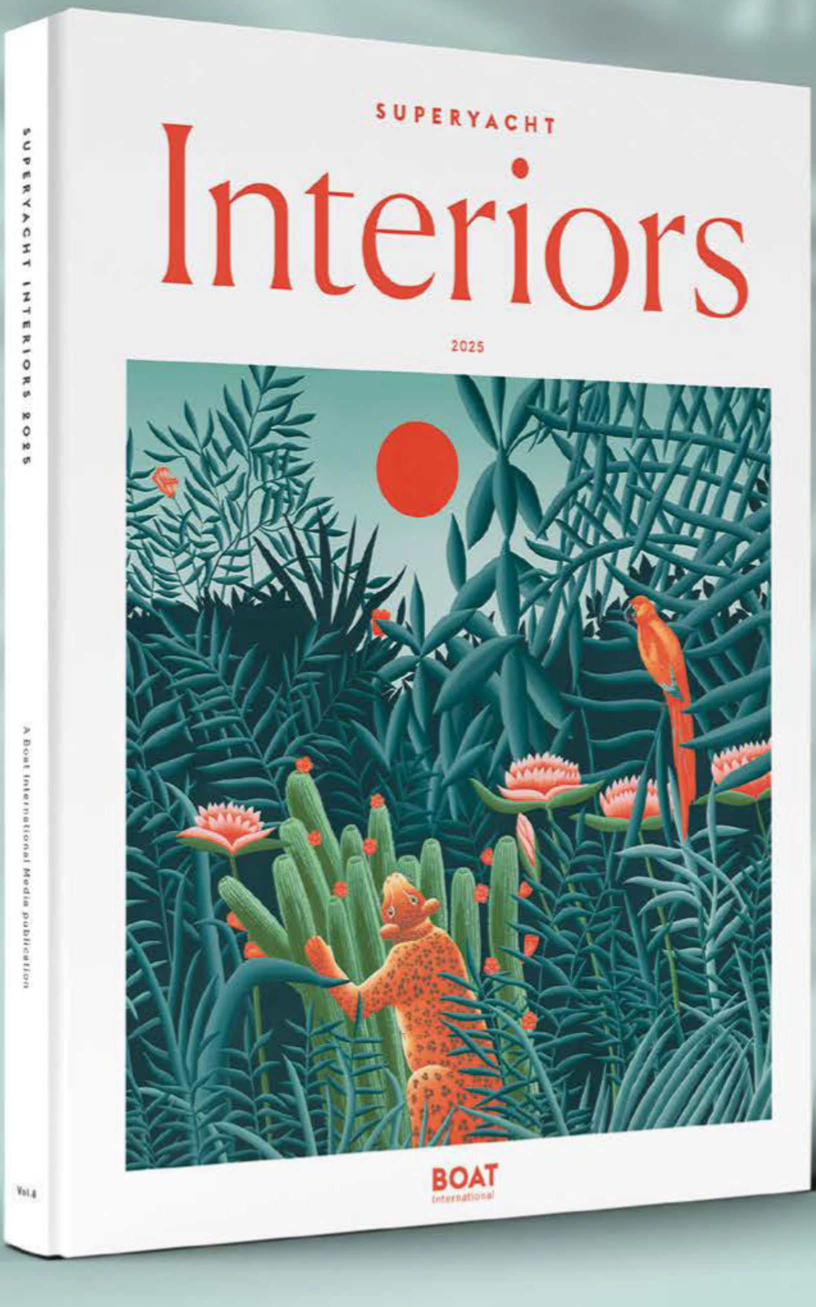
ON THE MARKET



An ultra-contemporary cantilevered six-bedroom, nine-bathroom house designed by architect Max Strang. The circa-930-square-metre waterfront home features a pickleball court, gym and movie theatre, plus a pool and wet bar on the 4,700-square-metre site.
$49.99m, compass.com

A newly built five-bedroom, 10-bathroom house with direct beach access and a garden measuring around 1,330 square metres. The ultra-contemporary 956-square-metre property makes the most of the warm climate, with an infinity pool overlooking the ocean, a rooftop deck, outdoor kitchen and bathroom, and cabana.
$41.99m, coldwellbanker.com

This 1,300-square-metre hacienda-style home is newly renovated and overlooks the Intracoastal Waterway. The six-bedroom, 13-bathroom property is located in a secure gated community and is a sailor's dream, with 105 metres of waterfront and 50 metres of private deep-water dockage.
$42.5m, compass.com


SUPERYACHT
Interiors
2025
BOAT International
SUPERYACHT INTERIORS 2025
A Boat International Media publication
Vol.4

ON SALE NOW

Your guide to the latest superyacht trends, with insight from designers including:
Carla Guilhem, Jonny Horsfield, Francesca Muzio,
Laura Pomponi, Guillaume Rolland, John Vickers and Daniela Zulli.

ORDER YOUR COPY TODAY

BOATINT.COM/SYI8P

WEEKEND

Rollagas acetate rectangular frame sunglasses in Havana grey, £330, dunhill.com

Cashmere roll-neck jumper in navy, £455, sirplus.co.uk

Small Weekender leather bag, £975, tusting.co.uk

Dark brown shearling bomber jacket, £6,550, brioni.com

Classic shirt in indigo brushed cotton, £175, lucafaloni.com

Silver cartridge cufflinks with loose shot in silver, £650, purdey.com

Ebony exotic umbrella in black, £1,900, swaine.london

Rhinebeck suede ankle boots in dark green, £825, manoloblahnik.com

No-fade denim iconic fit five-pocket trousers, £830, brunellocucinelli.com

Style up downtime

After hours and off-duty outfits that don't compromise on flair

FOR MEN

PHOTOGRAPHY: DAMIEN-CAMPBELL ON UNSPLASH; THOMAZ CAPILLA ON UNSPLASH; RALF KNUFER ON UNSPLASH

WEEKEND

FOR WOMEN

2-in-1 tweed dress, £429, maje.com

Devon wool jumper in cornflower blue, £160, withnothingunderneath.com

Satin ballerinas in burgundy, £800, prada.com

Wilson shoulder bag in dark cedar leather, £1,395, anyahindmarch.com

Women's double-pleat trouser in loden, £495, purdey.com

Double-breasted riding coat in houndstooth wool, £4,760, chloe.com

Knatchbull x AERIN travel jacket in suede, £2,895, knatchbull.com

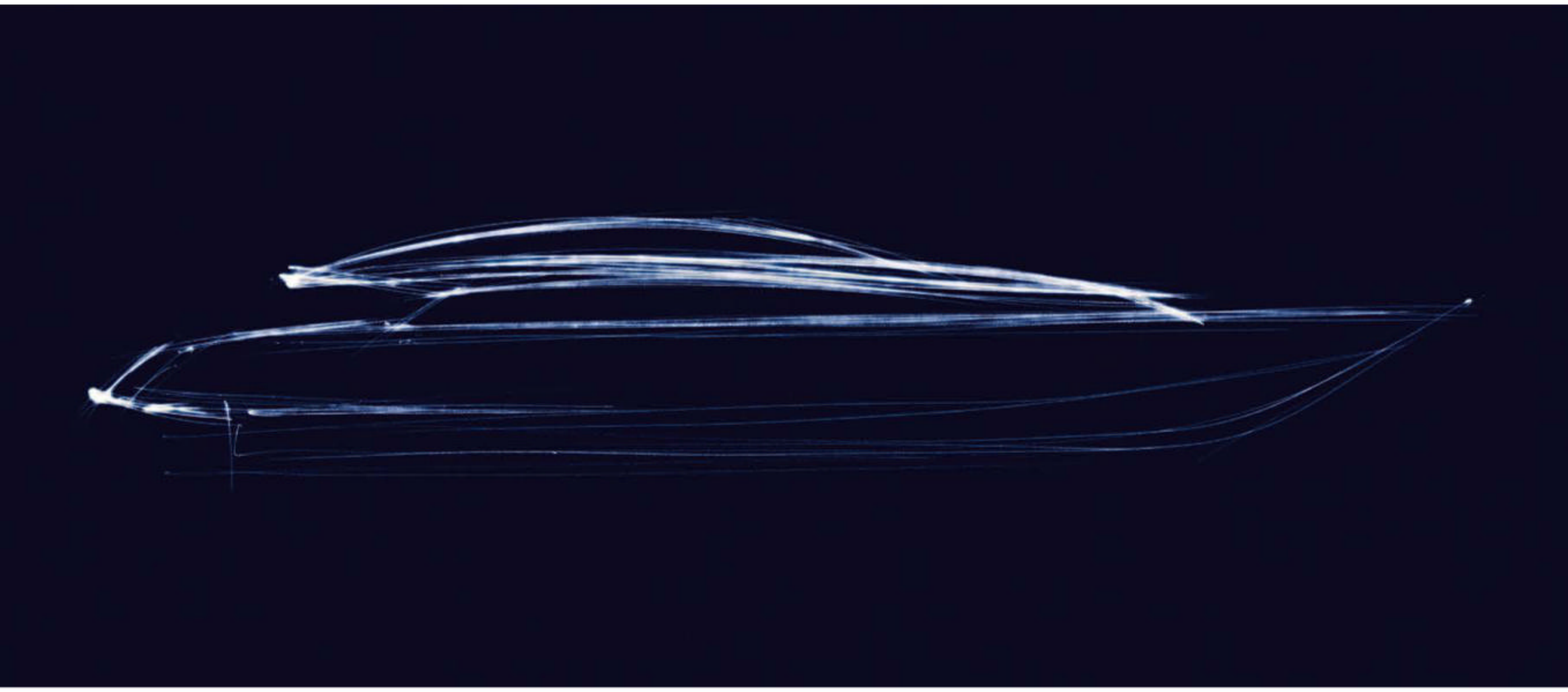
Rose shirt in white cotton, £149, hollandcooper.com

Gotham Love necklace in 18kt yellow gold with 0.255ct Agate baguette and 0.202ct brilliant-cut white diamonds, £3,900, litofinejewelry.com

Lawton flat knee boot in black leather, £1,295, jimmychoo.com

PHOTOGRAPHY: EUGENIA PAN ON UNSPLASH; EFFREY ZHANG ON UNSPLASH

FRANCESCO PASZKOWSKI DESIGN



www.paszkowskidesign.it

EVENING

Black wool double-breasted dinner suit, £3,350, white marcella dress shirt, £350, and black satin bow tie, £180, all huntsmansavilerow.com

Harrison soft leather dark brown lace-up Derby shoes, £595, harrysoflondon.com

Ivory peak lapel evening jacket (left) and suit trousers (right), £1,265, richard-james.com

Melton knit shawl-collar overcoat, £5,220, thombrowne.com

Piqué tuxedo shirt in white, £210, etonshirts.com

Tom Ford pre-tied silk grosgrain bow tie, £210, mrporter.com

Navy single-breasted flannel jacket, £695, and single-pleat trousers, £395, newandlingwood.com

Christian Louboutin Greggo calfskin Oxford shoes, £790, harrods.com

FOR MEN

PHOTOGRAPHY: PETER WHITE/GETTY IMAGES; NURSYAZANA IZZATI RAMZ ON UNSPLASH; T HOFFMANN ON UNSPLASH

LALABE
LOA: 35.31m
BEAM: 8.40m
TOP SPEED: 17kn
ENGINES: 2x 1450hp

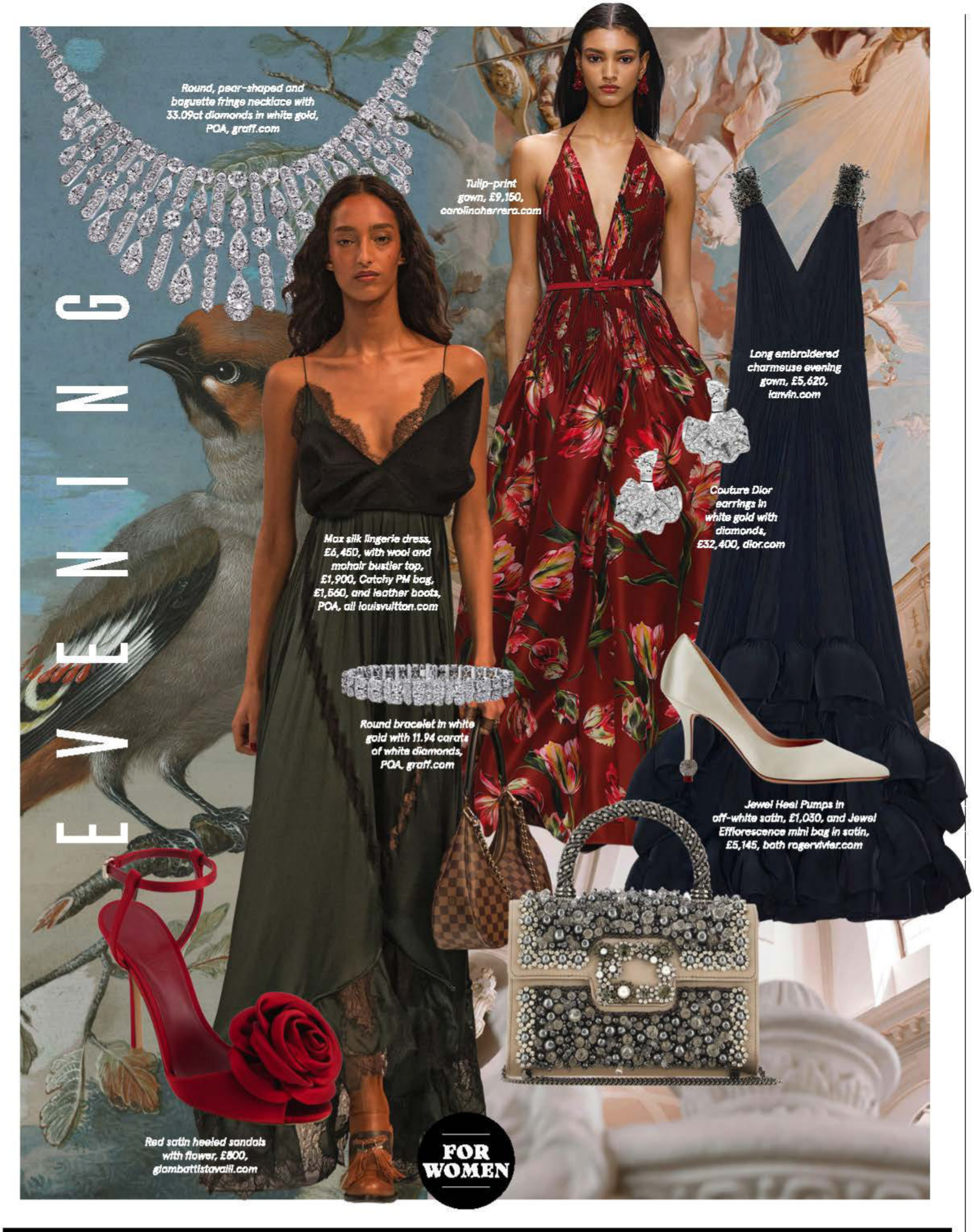
THE RHYTHM OF LIFE

Everything from the waterline up on the delightful all-aluminium tri-deck superyacht LALABE has been custom-designed by Guido de Groot. A rich focus on outdoor leisure spaces, including a large swimming platform, is incorporated within an elegant explorer-like look. Safety is at a premium in this multi-generation family yacht with high bulwarks on the side decks, and smart colour separations instead of open railings. The rhythmic lines, complex surfaces and sculptural elements will be as relaxing to the eye as the lifestyle onboard.

VAN DER VALK

Contact our experience center +31 (0)416 651 562, Waalwijk, the Netherlands | Find out more at **vandervalkshipyard.com**

EVENING



Round, pear-shaped and baguette fringe necklace with 33.09ct diamonds in white gold, POA, graff.com

Tulip-print gown, £9,150, carolinaherrera.com

Long embroidered charmeuse evening gown, £5,620, lanvin.com

Couture Dior earrings in white gold with diamonds, £32,400, dior.com

Max silk lingerie dress, £6,450, with wool and mohair bustier top, £1,900, Catchy PM bag, £1,560, and leather boots, POA, all louisvuitton.com

Round bracelet in white gold with 11.94 carats of white diamonds, POA, graff.com

Jewel Heel Pumps in off-white satin, £1,030, and Jewel Efflorescence mini bag in satin, £5,145, both rogervivier.com

Red satin heeled sandals with flower, £800, giambattistavalli.com

PHOTOGRAPHY: HAROLD WAINWRIGHT ON UNSPLASH; THE CLEVELAND MUSEUM OF ART ON UNSPLASH

THE BRANDING CREW

LAND OR SEA,
DISTINCTION PREVAILS.

ABOARD OR ON LAND,
LIFESTYLE IS ALWAYS AT THE CORE OF
OUR DESIGN PHILOSOPHY.

LUCA DINI
DESIGN & ARCHITECTURE

ON YOUR MARQUES...

Get set for the new wave of customisable cars taking personalisation to new heights, says *Simon de Burton*

Plenty of visitors to this year's Fort Lauderdale International Boat Show will be familiar with the myriad processes that go into the bespoke elements of a yacht, from choosing the colour of its hull to the furnishings of the master cabin and the equipment in the gym.

Now similar levels of personalisation have become key in the world of supercars, too. Earlier this year, Pedro Mota, president of Aston Martin in the US, decided he wanted a showcase car that reflected the unique vibe of Florida's Palm Beach.

Cue Q Collection, Aston's 007-inspired customisation division, which was established in 2011. It now comprises Q by Aston Martin Collection, offering special paint and trim options and other enhancements to production cars, and Q by Aston Martin Commission, launched in 2017 to create entirely bespoke cars from the ground up.

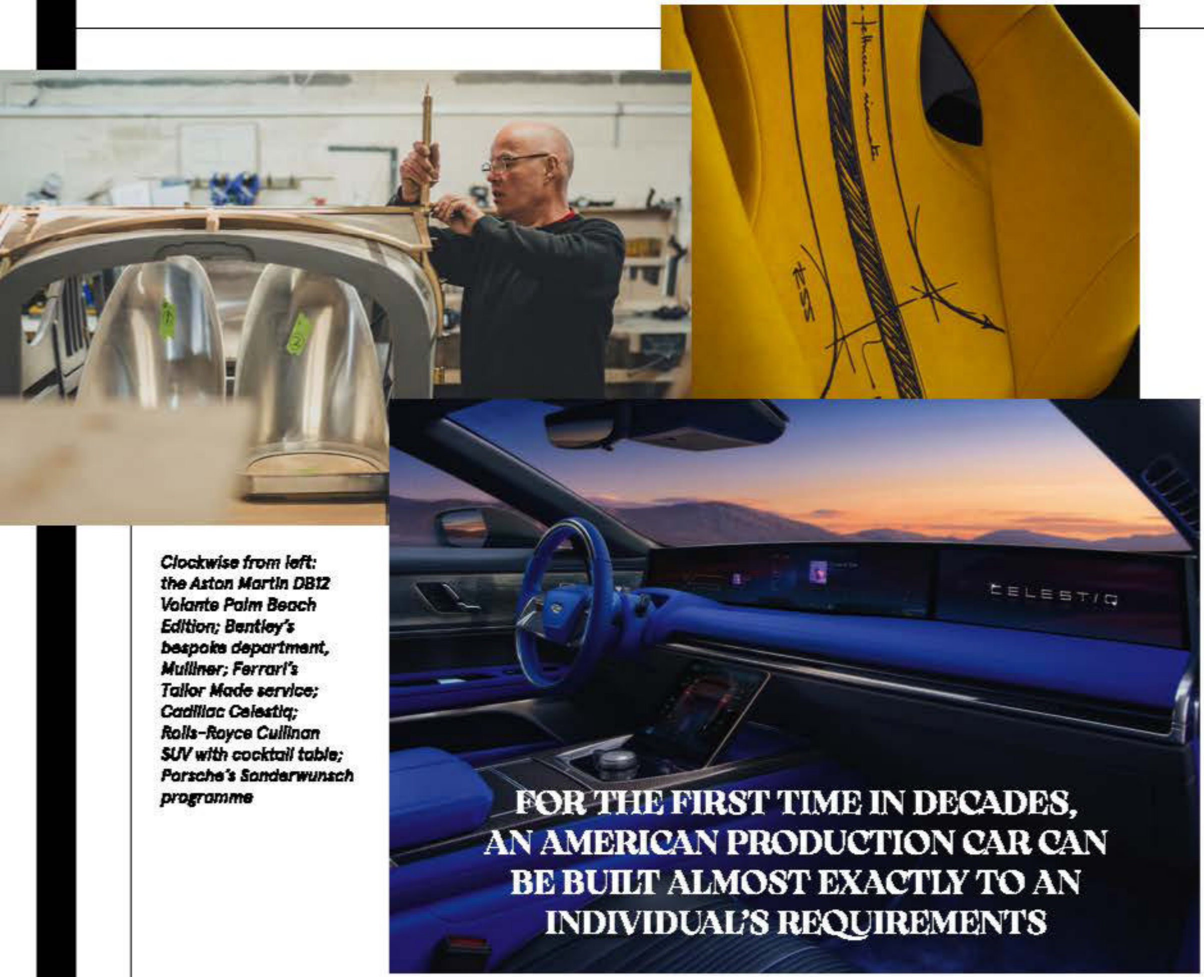
To meet Mota's brief, Q Collection built a DB12 Volante with a paint finish in Frosted Blue Glass to reflect the sun shimmering off the Palm Beach seafront and an interior with subtle palm leaf motifs and seat backs made from light olive ash veneer – the closest practical wood to actual palm bark.

Famous for its sky's-the-limit bespoke service, Rolls-Royce is also said to be in overdrive creating cars with individual features that reflect elements of the high-end watches, superyachts, fine homes and private planes that are considered de rigueur among its buyers.

Among cars to have left the Goodwood factory are a Dawn that commemorated the Czech squadrons of the Royal Air Force (complete with Latin mottos on the doors and an image of a Merlin aircraft engine stitched into the rear seat); a Dawn Black Badge built for Google exec Benjamin Treynor Sloss featuring a blue and yellow colour scheme based on the Modenese flag, and a Cullinan SUV with a "viewing suite" comprising two rear-facing leather chairs and a cocktail table that emerge from the floor of the load area at the touch of a button.

Another marque famous for recognising that "the customer is always right" when it comes to personalisation requirements is Bentley, the bespoke department of which operates under the name Mulliner.

These days, Mulliner is busier fulfilling special requests than it has been since it ceased to produce hand-built bodywork more than 65 years ago. It has a dedicated "co-creation" team that works with owners to put together complete packages to add bespoke elements to the car



FOR THE FIRST TIME IN DECADES, AN AMERICAN PRODUCTION CAR CAN BE BUILT ALMOST EXACTLY TO AN INDIVIDUAL'S REQUIREMENTS

Clockwise from left: the Aston Martin DB12 Volante Palm Beach Edition; Bentley's bespoke department, Mulliner; Ferrari's Tailor Made service; Cadillac Celestiq; Rolls-Royce Cullinan SUV with cocktail table; Porsche's Sonderwunsch programme

PHOTOGRAPHY: COURTESY ASTON MARTIN; COURTESY PORSCHE; COURTESY FERARRI; COURTESY BENTLEY; COURTESY GENERAL MOTORS

inside and out – which means anything from tweed and tartan upholstery for a Scottish owner to Bentayga SUVs fitted with the necessary paraphernalia for fly fishing, game shooting and even falconry.

And, if you do want a Bentley with bodywork of your own design, Mulliner will, once again, create whatever you fancy (within the parameters of safety, reason and good taste, of course).

McLaren, meanwhile, maintains a state-of-the-art configurator suite at its HQ where buyers can build a virtual car on a giant screen by choosing from a countless combination of paint colours, interior materials, and wheel designs – a process that usefully reduces the likelihood of the actual car looking like a four-wheeled horror story.

Ferrari's Tailor Made service and Porsche's Sonderwunsch (or "special request") programmes offer similarly comprehensive opportunities to make a car your own – in fact, Porsche will even build you one from scratch if you opt for its "factory one-off" service.

And if you want an off-roader like no other, Jaguar Land Rover will send you to its Special Vehicle Operations division, where buyers can visualise their dream wheels using Radio Frequency Identification. It reads colour samples and then projects an accurate representation onto a full-scale model. It's also possible to have personalised graphics laser-engraved onto door handles and footplates or meticulously embroidered onto headrests.

It isn't only European marques that offer such a service, either – in exchange for a sum starting in the "low $400,000s", Cadillac, America's answer to Rolls-Royce, will build you a one-off example of its Celestiq electric flagship, the first of which was delivered in June.

The Celestiq is described as "the most advanced Cadillac ever" in terms of its technology, with features such as a four-zone smart glass sunroof, a quintet of high-definition interface displays, 38-speaker surround-sound hi-fi and four-zone microclimate control, all coming as standard.

But it's the bespoke element of this radical-looking "ultra luxury sedan" that's really the key. For the first time in decades, an American production car can be built almost exactly to an individual's requirements using a truly vast range of materials, finishes and design touches.

Just 25 such cars will be completed this year, with two produced per month thereafter. If you find yourself on the waiting list, you'll be invited to visit the spectacular, glass-walled Cadillac House in Warren, Michigan, where a personal concierge will patiently take note of your Celestiq desires and help to expedite them.

And if you desire a similarly unique and patriotic two-wheeler to keep your Celestiq company in the garage, that can be arranged by legendary US motorcycle maker Harley-Davidson, which offers a high-end personalisation service under its Custom Vehicle Operations banner.

Prospective buyers can configure a bike online, adding a wealth of custom parts that can send the base price of a range-topping Road Glide model from $45,999 to almost $60,000 in a matter of minutes. And that's before you've even looked at the thousands of other available accessories. Harley-Davidson decanter set for your boat's bar, anyone?

MAKE IT PERSONAL

Opinari's bespoke driving gloves come in a range of colour and stitching combinations. From £430, opinari-drivers.com

The Bespoke Walton Short-Haul Suitcase features applique leather initials and a gold-embossed name panel. £2,190, anyahindmarch.com

Tod's Gommino driving shoes are handmade in six to eight weeks and can be fully personalised. From £660, tods.com

Congrats!
BR
TRAVELS
AND
EXPERIENCES
GIOBAGNARA
SANTAL 26
245g 8.6 OZ.
scented candle / bougie parfumée
Labeled in New York City
On date of formulation
For your name here
B.I.
LINLEY

Sugarfina's 20-piece Signature Candy Trunks can be stacked with a bespoke selection of sweets, from island pineapples and blue whale gummies to champagne bears and tequila chocolates. $225, sugarfina.com

"VISITS ALWAYS GIVE PLEASURE – IF NOT THE ARRIVAL, THE DEPARTURE"

PORTUGUESE PROVERB

The Travels and Experiences Panama leather notebook in cerulean can be monogrammed with gold stamped initials to make each design personal. £65, smythson.com

Crafted from leather and silk twill, every version of the Not Sleepy aviator travel mask is unique in its colours and patterns. £365, hermes.com

Le Labo's classic Santal 26 candles are handmade in the US and can be personalised with your friends' names on the label. £68, lelabofragrances.com

The Linley Matchbox Sleeve comes in walnut with a nickel plaque – perfect for engraving with your friend's or boat's name. £125, davidlinley.com

Giobagnara Naples playing cards are stored in a monogrammable cedar case fully covered in pistachio leather. £245, abask.com

Party pieces

Whether engraved, embossed or bespoke, personalised gifts make perfect party favours for friends and family

BRAVO EUGENIA

BLACK PEARL

Yachts
you like.

Encapsulating Nuvolari Lenard's extensive experience - from yacht design to project delivery.
NL 50 PLUS our new project currently under contruction.
Available for the 2026 season.

NUVOLARI LENARD

Bespoke exterior and interior design since 1991

Venezia ITALY - www.nuvolari-lenard.com

BOAT
PRESENTS

REFIT RIGHT

Lürssen Werft Hamburg is the safe bet when it's time to overhaul a yacht, no matter how large

Yacht refit has been a core part of Lürssen's business since its founding in 1875. With the acquisition of the Blohm+Voss shipyard in 2016, the German builder now operates one of northern Europe's largest and most successful refit operations. Today, Lürssen Werft Hamburg combines its expertise and innovation to deliver everything from routine maintenance to award-winning transformations.

"A refit is not just about necessary maintenance; it can also completely transform a yacht," says Alberto Perrone Da Zara, sales director at Lürssen Yacht Refit. "We enjoy complex rebuilds and refits. We like it when owners come to us with problems to solve, and we aim to take on projects that other yards avoid."

Lürssen's main refit hub in Hamburg spans more than 450,000 square metres and includes six floating docks (two of them covered), a dry dock and more than 2,000 metres of pier. It is a state-of-the-art, multi-award-winning facility – one of the largest yacht refit operations in the world.

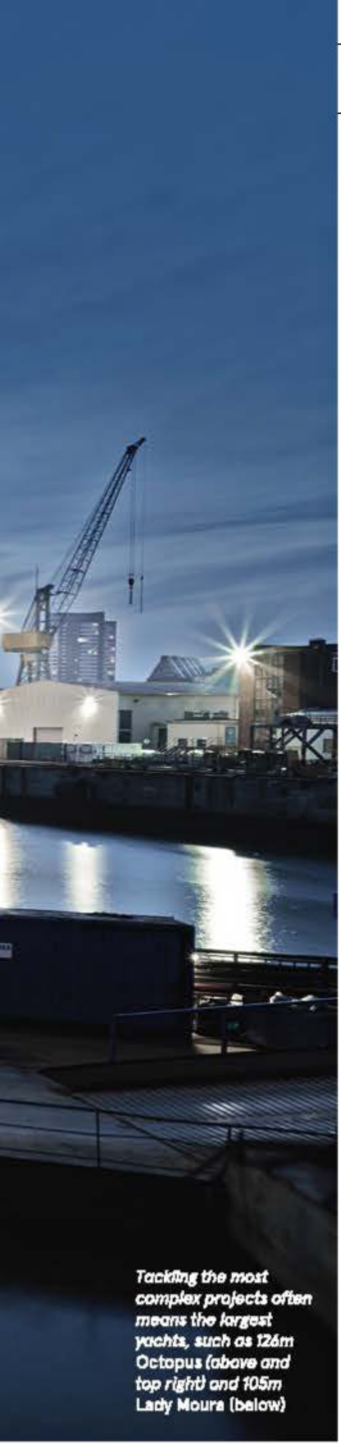
Since establishing the dedicated hub in 2016, Lürssen has welcomed more than 80 yachts for extensive work. Many clients return time after time, a testament to the shipyard's standards and results. While specialising in yachts 60 metres and larger, the company has also undertaken smaller projects on occasion. A case in point is the 25.6-metre *Spirit of Ginette*, which required emergency work and a rapid turnaround. Lürssen responded quickly, and within weeks, the yacht was repaired and back in operation.

"We handle the complicated jobs, the big jobs, which end up becoming, by their nature, only the large jobs," Perrone Da Zara says. But even if Lürssen cannot perform the refit work, it is willing to help find a yard that can or assist in quickly sourcing spare parts through their excellent supplier relationships. "In that sense, there is not a shipyard in the world like us," Perrone Da Zara says.

Few shipyards can match Lürssen in handling high-profile projects. Among them are two of the world's largest sailing yachts and numerous record-breaking motor yachts. Notable refits include the

Top: 110m Kaos in dry dock. Above: Alberto Perrone Da Zara, sales director Refit at Lürssen

PHOTOGRAPHY: ANDREA HAMANN; ANDREAS PASENOW; KLAUS JORDAN; PETER SYLENT; LÜRSSEN



Tackling the most complex projects often means the largest yachts, such as 126m Octopus *(above and top right) and 105m* Lady Moura *(below)*

97-metre *Carinthia VII*, which underwent an award-winning transformation, and the 110.1-metre *Kaos*, which Lürssen refitted in Germany and continues to service worldwide. This global support ensures *Kaos* maintains her itinerary without interruption.

In the past 12 months alone, Lürssen has refitted more than 20 yachts over 70 metres long, with a combined LOA exceeding 1,750 metres. These projects range from emergency repairs to extensive rebuilds, reinforcing the company's reputation as a leader in complex yacht refits.

Lürssen's refit services extend well beyond Germany. Dedicated teams provide global and localised support, ready to address technical challenges wherever yachts are located. The Fast Operations and Response Unit (FORU) is dispatched almost every week for urgent calls. Available 24/7, including public holidays, FORU ensures yachts stay operational with minimal downtime.

"WE LIKE IT WHEN OWNERS COME TO US WITH PROBLEMS TO SOLVE"

In Germany, clients benefit from in-house port agency and shoreside support services designed to simplify and manage the logistics of any refit. These include port management, VAT consultancy, customs and immigration support, visa applications, temporary residency arrangements and crew accommodations, all in advance of arrival.

Refits also offer opportunities to improve a vessel's efficiency and reduce its environmental impact. For owners looking to reduce their yacht's carbon footprint, a refit can help achieve this goal.

The shipyard continually invests in and drives research to develop sustainable options for both new builds and refits. Solutions range from simple upgrades, such as switching to LED lighting or adding motion sensors, to complex systems like heat recovery units that utilise generator energy to warm pools, or foil-coated windows that insulate against heat and reduce air conditioning demands. Each modification helps lower emissions and energy consumption, allowing yachts to enjoy these modern luxuries more sustainably. These practices not only future-proof existing yachts but also support Lürssen's broader dedication to research and innovation.

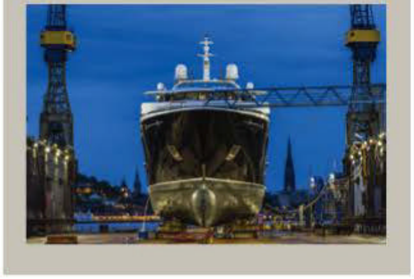
With three locations in northern Germany, multiple covered sheds and dry docks and a workforce of 2,000 – including more than 450 engineers and naval architects – Lürssen offers unmatched resources for every project. New builds and refits are performed side by side, using the same skilled workforce, machinery and expertise.

AN AWARD-WINNING CONVERSION

97M CARINTHIA VII

The contract, completed in just 44 days, involved a complex commercial conversion within a short timeframe and presented significant technical challenges, including the installation of a watertight bulkhead. Despite these demands, the project was successfully delivered on time and went on to win awards.

"We did something we had never done before," Perrone Da Zara says, explaining that Lürssen performed "very profound, radical changes" on board, including inserting a watertight bulkhead partition in the interior, from bottom to top. "When a yacht is new, when it's empty, it is indeed simple to put a wall through. When a yacht is finished, it's very difficult to start closing [it up] and hiding it cosmetically. It's a real success story, but it was unbelievably challenging."



"We know it is unusual for a large yacht builder also to dedicate itself to refit operations, but it is a major advantage for our clients," says Perrone Da Zara. "Our workforce is experienced in extremely complex and time-consuming builds, so we are prepared to overcome any surprises. Our time management is world-renowned, and our workforce excels at finding the right solutions, which is crucial when addressing the unknowns inherent in refits."

Lürssen Werft Hamburg supports yachts throughout their lifecycle: from preventive maintenance, repairs and technical upgrades to refits and complete rebuilds, offering quick and responsive service worldwide. Its facilities, team and global network ensure that no project is too complex and no challenge too difficult. *lurssen.com*

BOAT
BRIEFING

THE ESSENTIAL SUPERYACHT PODCAST

A REGULAR PODCAST FROM THE BOAT INTERNATIONAL TEAM, COVERING THE LATEST NEWS AND EVENTS FROM THE WORLD OF SUPERYACHTS

Including special interviews featuring film director James Cameron, tennis legend Rafael Nadal, superyacht owner Pier Luigi Loro Piana and many more

SUBSCRIBE NOW AND LISTEN ON BOATINT.COM/PODCAST

Listen on Apple Podcasts

Spotify

OWNERS' CLUB

LIVING THE DREAM ON THE WORLD'S BEST BOATS

"I GET VERY INVOLVED"

Matt Rockman on his enduring love for classic 30-metre motor yacht *Sea Raes*

FOR MORE INFORMATION ABOUT OUR COMMUNITY OF LIKE-MINDED OWNERS, EMAIL ownersclub@boatinternationalmedia.com

THIS MONTH: *a close encounter in the Arctic with a hungry polar bear / hiking beautiful trails in Mallorca / owning a boat that's also a TV star*

EDITED BY **CAROLINE WHITE**

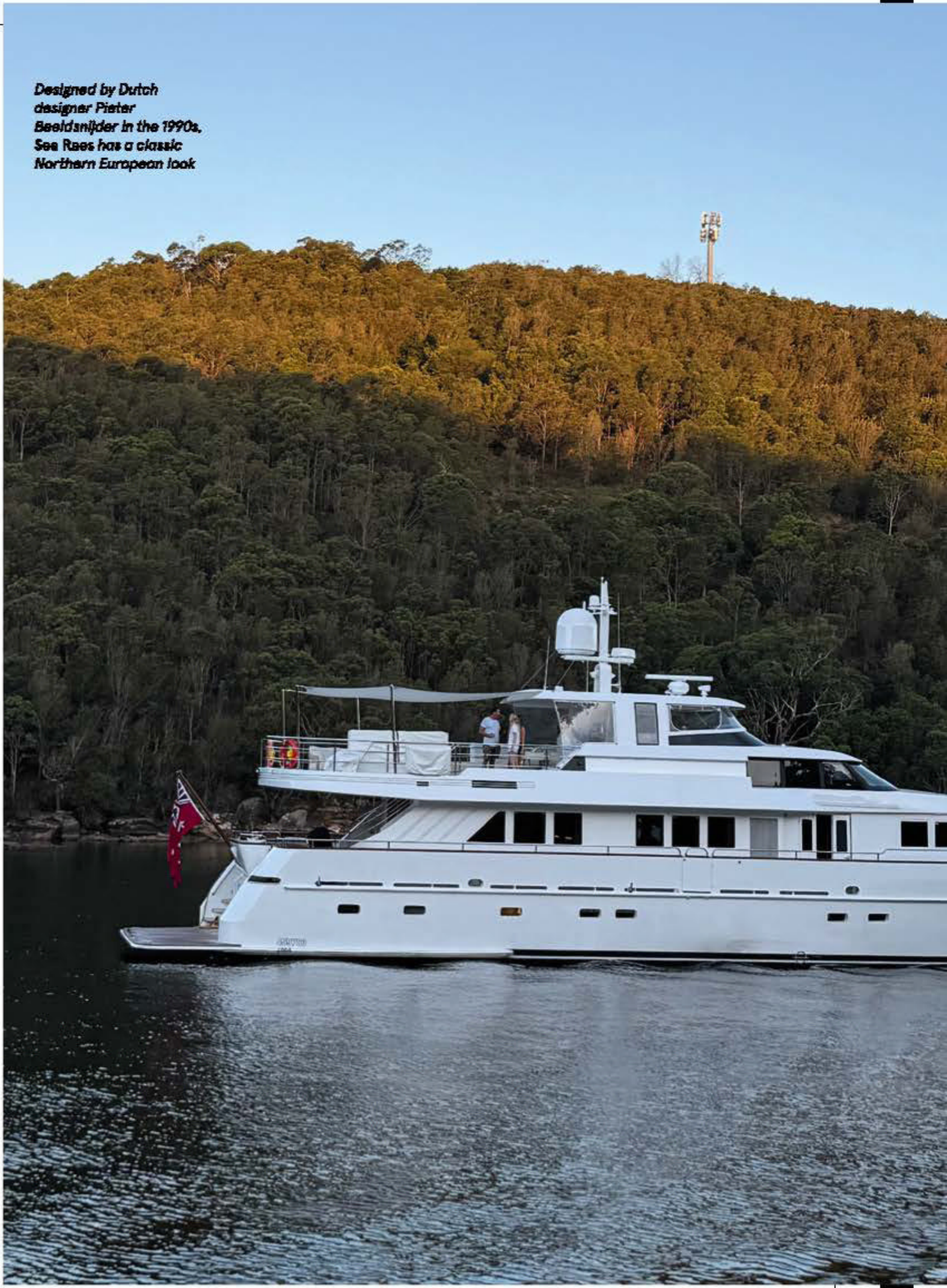
PHOTOGRAPHY: OCEAN MAGAZINE

ON BOARD WITH

MATT ROCKMAN

Sam Fortescue **meets an Australian businessman whose passion for classic design culminated in the meticulous refit of 30-metre *Sea Raes***

HOME TOWN: MELBOURNE, AUSTRALIA
AGE: 57
FAMILY: MARRIED WITH TWO DAUGHTERS
CURRENT YACHT: 30M CUSTOM FAROCEAN *SEA RAES*
HAPPY PLACE: "THE OUTSIDE BAR ON THE AFT DECK. IT'S GREAT JUST TO SIT THERE AND ENJOY A COCKTAIL WITH FRIENDS"



Designed by Dutch designer Pieter Beeldsnijder in the 1990s, Sea Raes has a classic Northern European look

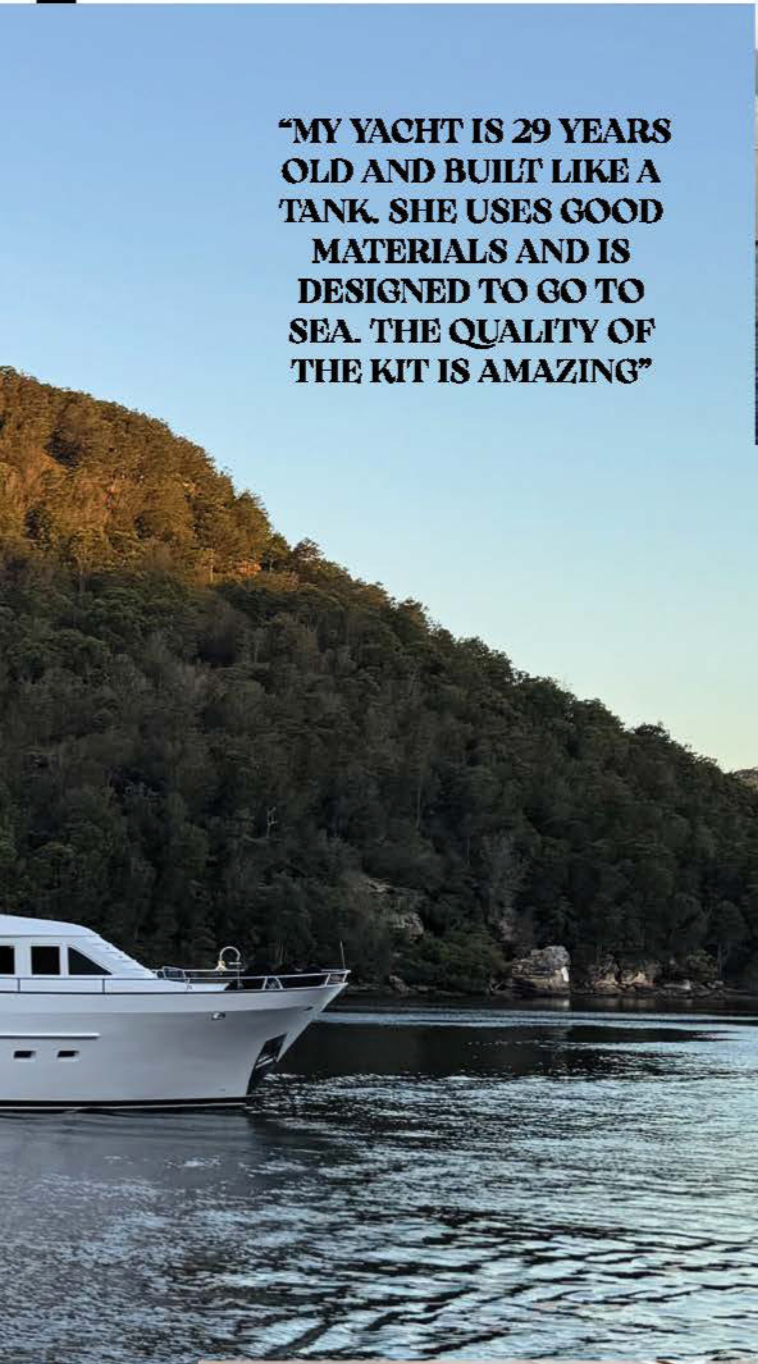
For someone who built his fortune on cutting out the middleman, Matt Rockman's route to owning his dream yacht has been remarkably torturous. While the idea of harnessing the power of the internet for job ads catapulted him and two mates into Australia's economic elite in the early noughties, his purchase of the classic 30-metre motor yacht *Sea Raes* has required patience and forbearance.

It's a story that began in 2016, when Rockman spotted an advertisement for a South African-built motor yacht with more than a little of the charm of a classic Feadship. Her pointed bow, elegant shear and low-profile superstructure all recall northern European design of the 1980s. "I fell for her straight away," he says. "As I've got older, I've been drawn to things of a bygone era. What attracts me is a timeless look – like classic cars, classic yachts don't date."

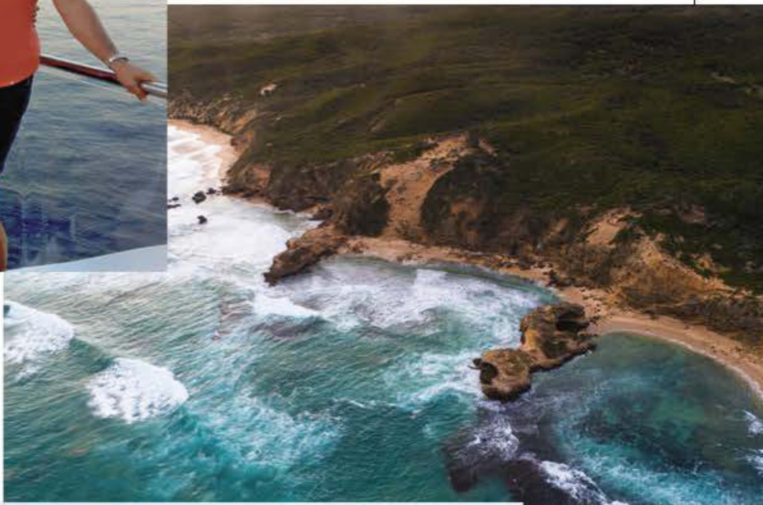
She was lying in the Netherlands under the name *Viking Legacy* when he found her, having been cruised for years in Scottish waters by shipping magnate Angus Sinclair. "I had a Moonen at the time and tried to buy this boat, but couldn't agree terms with the vendor," he says. "But my good mate Antony Catalano wanted a boat and I said, 'Why don't you have a go at this one?'"

So, in an odd twist, that's just what happened. Catalano, who owns an exclusive Byron Bay restaurant and private hotel called Raes on Wategos, bought the boat and renamed her *Sea Raes*. In his ownership, she became a floating extension of the hotel, offering charters and round-the-bay dining tours for those in the know.

But Rockman never took his eyes off her. At the end of 2023, he had the opportunity to take joint ownership and just six months after that, he bought Catalano out. "She needed a lot of work,



"MY YACHT IS 29 YEARS OLD AND BUILT LIKE A TANK. SHE USES GOOD MATERIALS AND IS DESIGNED TO GO TO SEA. THE QUALITY OF THE KIT IS AMAZING"



SEA RAES
SYDNEY
459783

Top: Matt Rockman, pictured with his wife, Jules, grew up on Victoria's Mornington Peninsula (above). Left and bottom: he purchased the 30m Faroceon in 2023

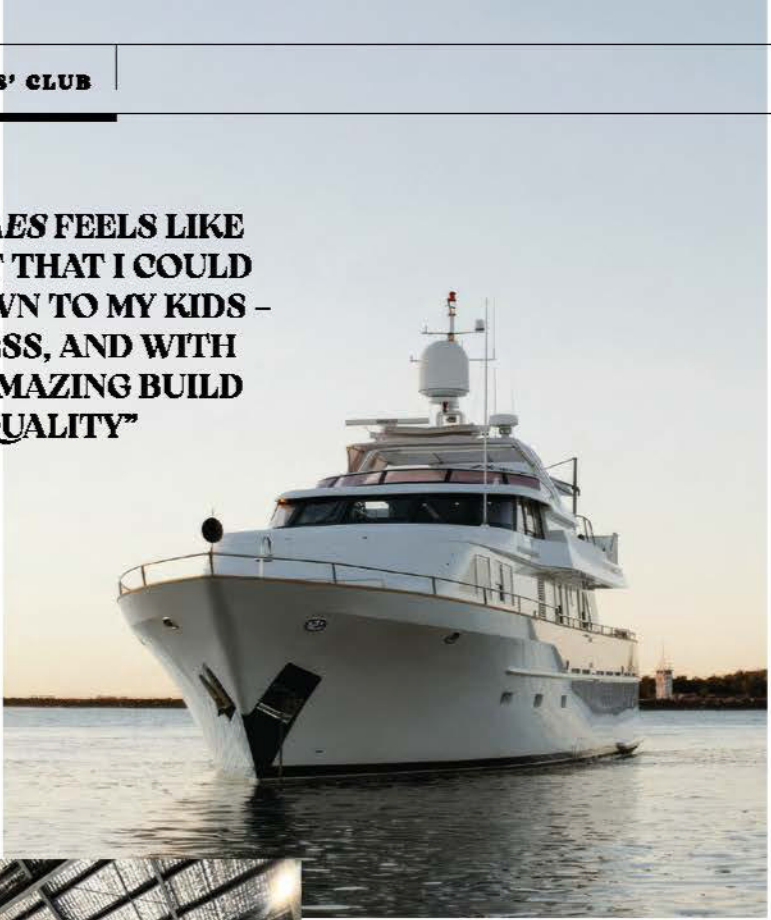
from paint and rust remediation to some mechanical work," Rockman says. "Ant was done with investing in her, so I said at that point I'd take it on. She's just had new teak decking as well as the full mechanical works." I can feel him beaming down the phone.

This winter he undertook a second-stage refit to fit zero-speed stabilisers for greater comfort on board. "Doing the hull cuts, the fabricators just can't believe how heavily this boat is built. It's been a bigger engineering job to cut through the hull than they expected," says Rockman with relish. "My yacht is 29 years old and built like a tank. She uses good materials and is designed to go to sea. The quality of the kit is amazing – from

PHOTOGRAPHY: COURTESY OF OWNER; GETTY IMAGES

>

> **"*SEA RAES* FEELS LIKE A YACHT THAT I COULD PASS DOWN TO MY KIDS – TIMELESS, AND WITH SUCH AMAZING BUILD QUALITY"**



Refitted for Australian cruising, Sea Raes gained a swim platform and a hard bimini to protect from the harsh sun

anchors to fittings – it's proper, proper stuff."

Part of that pedigree comes from her builder, Farocean of Cape Town, South Africa. The yard's owner launched her in 1997 under the name *Greybeard* for his own use, shared with another prominent local family. Between them, they took her across the Atlantic to the Caribbean, Bahamas and the US East Coast, as well as through the Panama Canal. She also explored parts of the Baltic, proving her oceanic mettle many times over.

She remained close to her original state until Catalano bought her in 2019. Once delivered down under in 2021, he determined that some changes were necessary to adapt her to Australian conditions and yachting custom. "*Sea Raes* has had three structural elements added to her," explains Rockman. "One is a swim platform, which is great for tenders, toys and accessing the sea. Then, he added a staircase between the sundeck and the aft deck – a lot of older yachts were designed with access only via the bridge. And we've had a hard bimini structure added on the sundeck, which we think is complementary, and definitely necessary for Australian yachting."

They took care to use a yard that had experience of older motor yachts and would respect the original lines from Dutch maestro Pieter Beeldsnijder. "It's very simple and inoffensive," says Rockman when I press him on the details. "It's a nod to the Dutch designer – we haven't done anything too leery or cute, such as painting it silver. We just kept her simple lines."

As often happens between owners, the interior of *Sea Raes* has had a freshen up, too. There's still timeless mahogany panelling and real teak underfoot, but Australian designer Tamsin Johnson has gone back to the source with snow-white upholstery and minimal black highlights. The overall effect is disarmingly calm.

Rockman makes good use of her and enjoys taking the helm himself occasionally, but admits that she is first and foremost a charter boat. "I use her as a hotel in Sydney when I'm there on business because I live in Melbourne,"

MATT ROCKMAN'S CLASSIC CARS

A self-confessed petrolhead, Rockman is scathing about new cars. "Modern cars today are like driving an iPhone – soulless and charmless and riddled with tech. If you blinded anyone and stuck them in the latest supercars, they'd all feel the same." He has built a collection of the classics he most admires, aiming to drive them on a weekly basis. They include:

2001 Lamborghini Diablo 6.0 VT
"One of only 30 built with right-hand drive, this is the pinnacle in my view. It is like getting behind the stick of an F-18."

2015 Bentley Continental V8S
"A sportier reboot of the original with better performance and handling."

2016 Porsche 911 Targa 4S (991.2 generation)
"The last of the decent ones!"

1964 DB5 Aston Martin
"I love it and even have the James Bond number plates. It runs perfectly."

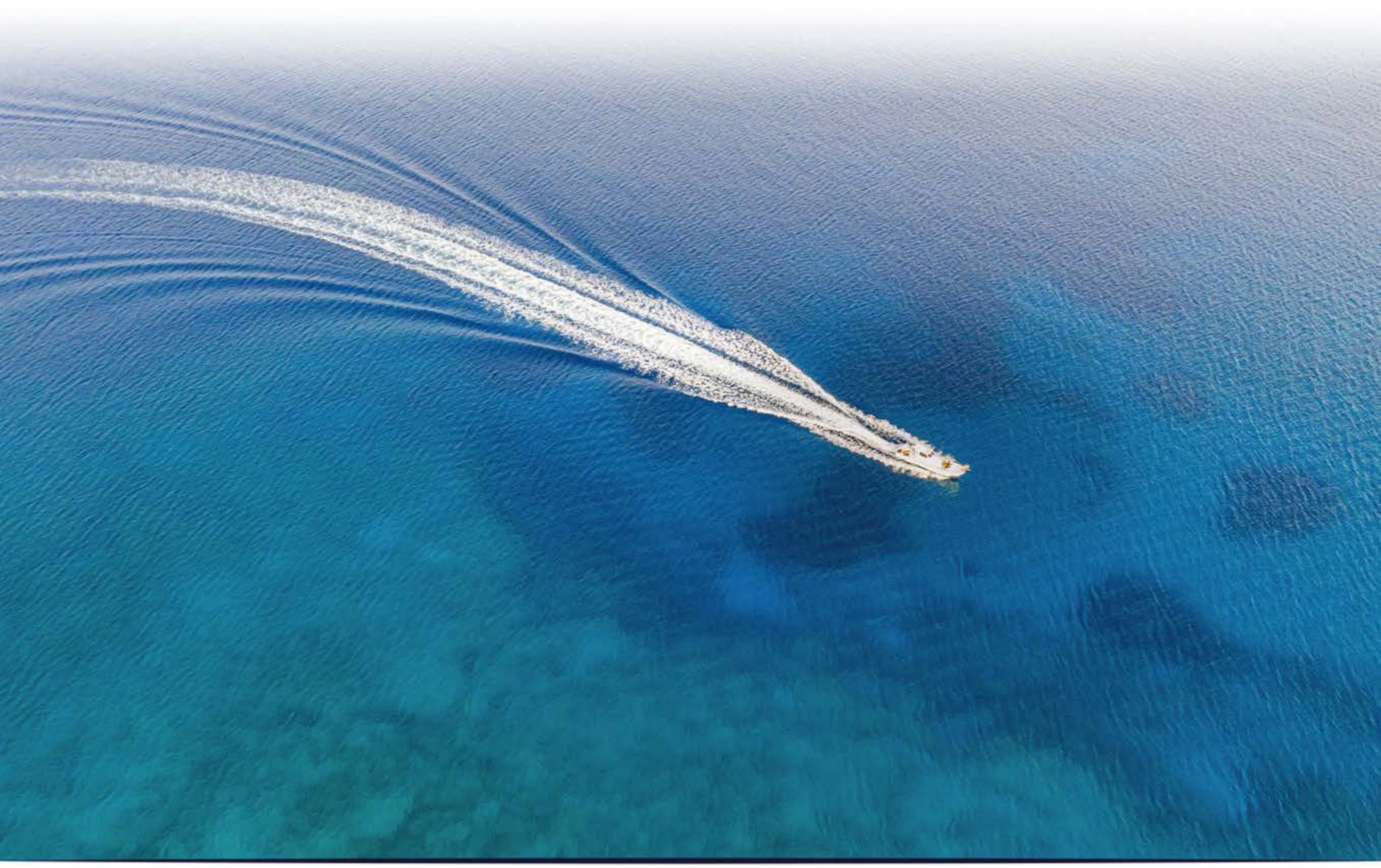
Porsche 991 Carrera 993 RSCS
"Road version of the single-series race car."

1970 Mercedes 280 SE3.5 Cabriolet
"One of the last fully hand-built Mercedes, designed to rival Rolls-Royce."

Inside Rockman's garage, with his Porsche, Mercedes and Lamborghini

PHOTOGRAPHY: COURTESY OF OWNER

NavalHEAD
INTERNATIONAL

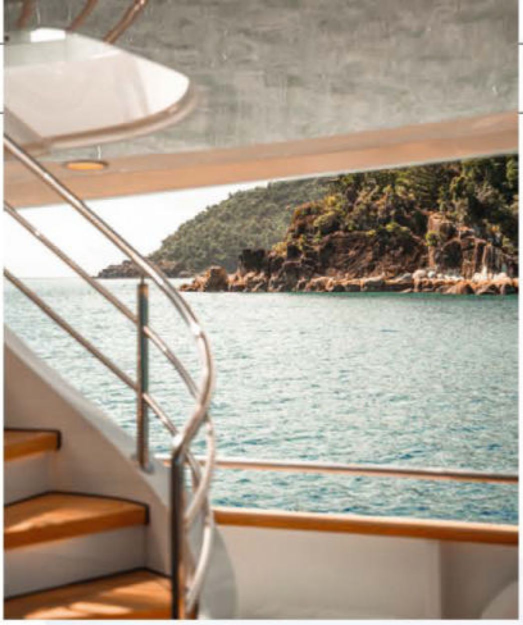


DREAMSHAPERS OF

OVER 300 YACHTS LAUNCHED IN 15 YEARS

info@navalhead.it
Via San Nicolò 33 - 34121 Trieste
www.navalhead.com

Rockman's favourite place on board is on the aft deck, seated at the bar that's an extension of the main saloon through an open window



> **"YOU ONLY NEED ONE AFT TABLE OR SUNDECK SOFA, AND I'VE ALREADY GOT A COMFORTABLE OWNER'S CABIN, SO WHY GO BIGGER?"**

he says. "I've done a lot of business meetings on board, then I often have the family on too because Sydney harbour is just beautiful.

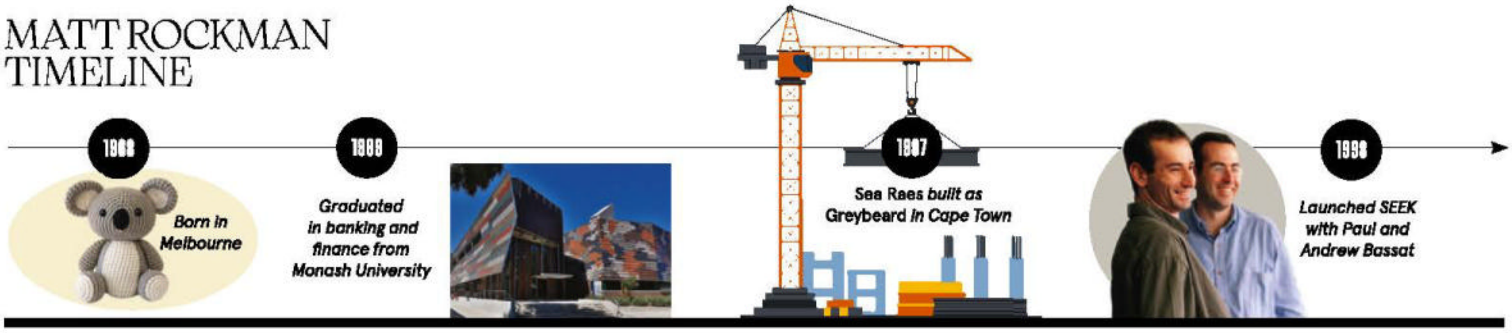
"Then again, I've definitely jumped off to take charters. She's currently in the yard, and we'll be heading up to the Whitsundays soon. I'm considering sending her to Fiji as well; that's on the maybe list. I'm told that remote parts of Indonesia are fantastic, but it's not for the faint-hearted. You need a skipper with local knowledge. I've also heard that Tasmania's west coast is amazing."

It's time that Rockman may well have to spare. Although he's still busy with various projects, he formally retired 17 years ago, at the age of 40. That was shortly after he stepped back from SEEK, the online jobs portal he helped to found and whose sales and marketing he drove relentlessly. "When I went to start my career, my family had lost the family business through the property crash and too much leverage," he tells me. "That was the impetus to start SEEK and do something different. It was an incredible thing to build it from an idea into a $12 to $13 billion business and a global leader."

Over the last 10 years, he has focused on private equity, "seeking to back founders to build bigger businesses". There's also a medical fund, a couple of tech businesses, "and I've got a crypto fund that's growing." He admits, however, that there is nothing with quite the household name of SEEK.

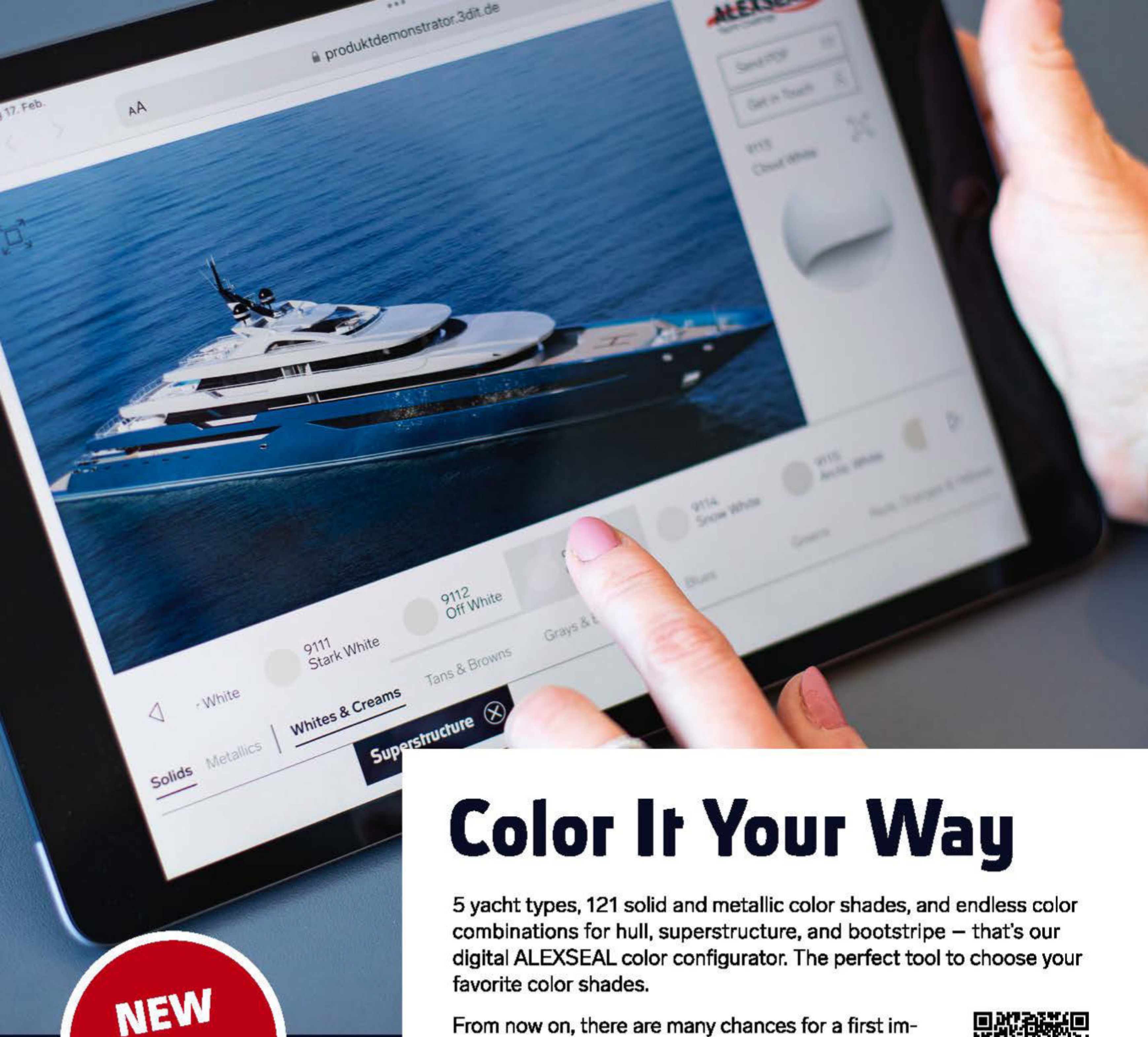
Yachting is in his blood. He grew up on Melbourne's Mornington Peninsula with boats all around him and has taken that to the next level as success blossomed. "As a kid, my father was one of the pioneers of the Australian scuba diving scene," he says. "He dived with Henry

MATT ROCKMAN TIMELINE


1968
Born in Melbourne
1988
Graduated in banking and finance from Monash University
1997
Sea Raes built as Greybeard in Cape Town
1998
Launched SEEK with Paul and Andrew Bassat

PHOTOGRAPHY: COURTESY OF OWNER; ADOBE STOCK; GREG FORD; FAIRFAX MEDIA VIA GETTY IMAGES

>


17. Feb.
AA
produktdemonstrator.3dit.de
9111
Stark White
9112
Off White
White
Solids
Metallics
Whites & Creams
Tans & Browns
Grays &
9114
Snow White
Blues
Greens
Superstructure

Color It Your Way

5 yacht types, 121 solid and metallic color shades, and endless color combinations for hull, superstructure, and bootstripe – that's our digital ALEXSEAL color configurator. The perfect tool to choose your favorite color shades.

From now on, there are many chances for a first impression of your new yacht's surface.

Scan the QR code to explore the color configurator →

NEW
Color
Configurator

instagram.com/alexsealpaint
linkedin.com/company/alexseal-yacht-coatings

WWW.ALEXSEAL.COM

ALEXSEAL®
Yacht Coatings

"I USE HER AS A HOTEL IN SYDNEY WHEN I'M THERE ON BUSINESS. SYDNEY HARBOUR IS JUST BEAUTIFUL"

Above: legendary diver Henry Bource helped nurture Rockman's love for the sea

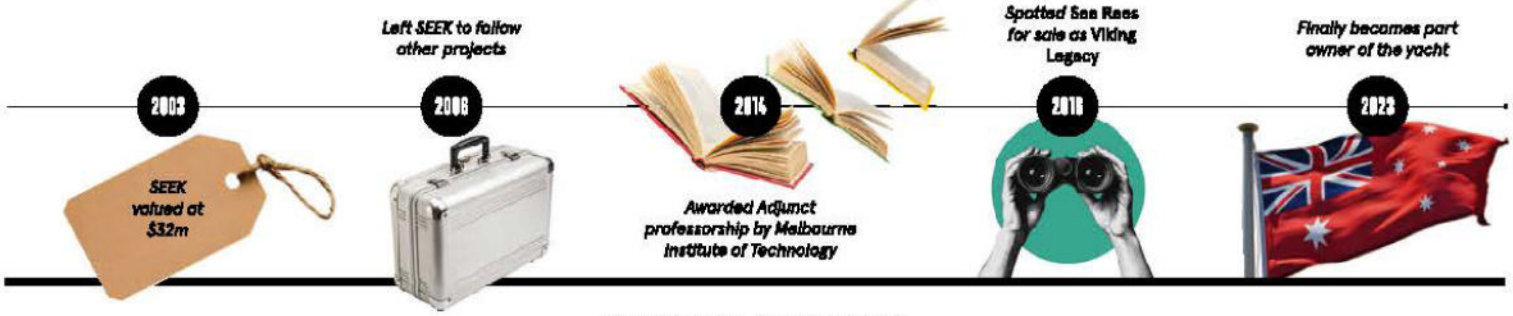
Bource, who lost a leg to a great white shark and was one of four or five greats of 1960s underwater photography. When I was a little boy, he took me out a lot on dive trips and I developed a love for being at sea."

He has passed this affection for the water on to his two university-age daughters. "They love the yacht," he says. "They've grown up on boats and are boat savvy." That's thanks to a succession of boats that includes a bevy of big European marques from Sunseeker to Azimut and Moonen. I ask whether he's already planning the next step up to something bigger and, refreshingly, it seems not.

"The bigger the boat, the bigger the headache," he exclaims. "There's an inverse correlation between the size of the yacht and the amount it gets used – and the connection the owner has with the boat and the crew. I try to get on board as much as possible and it's very dear to me. *Sea Raes* is not just an object – it's something I get very involved in. You only need one aft table or sundeck sofa, and I've already got a very comfortable owner's cabin, so why go bigger?"

Australian waters are also unique in their limiting of the size of yachts that can access key cruising grounds. So, for example, there's a 500GT limit in the Whitsunday Islands, with some places even stricter at 180GT. And Sydney Harbour's hotspots are best accessed in shorter, shallower-draught vessels. "I could just about see myself in a 45- to 50-metre," Rockman says. "Besides more costs, I'm not certain of the benefits."

Either way, it doesn't sound as if he will ever part with his beloved *Sea Raes*. Built to the high standards of another era, he has found his ideal yacht, and it has become part of the family. "*Sea Raes* feels like a yacht that I could pass down to my kids – timeless, and with such amazing build quality. She is like an heirloom." □



2003
SEEK valued at $32m

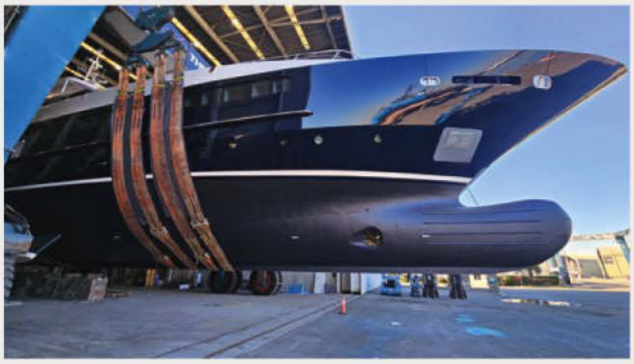
2006
Left SEEK to follow other projects

2014
Awarded Adjunct professorship by Melbourne Institute of Technology

2016
Spotted Sea Raes for sale as Viking Legacy

2023
Finally becomes part owner of the yacht

PHOTOGRAPHY: ADOBE STOCK; SHUTTERSTOCK



Mischief makeover

AkzoNobel and Yachtsmiths deliver Australia's first Awlgrip HDT 50-metre-plus refit

AkzoNobel is a leader in the yacht coatings market, widely recognised as the industry standard in both professional and recreational yachting. Based in Amsterdam, it operates in more than 150 countries worldwide, offering high-performance solutions through more than 70 coatings brands. In the yachting industry, Awlgrip, International, Interlux, Sea Hawk and Sikkens brands can be found on countless superyachts.

A recent AkzoNobel project involved painting the first 50-metre-plus yacht with Awlgrip HDT in Australia. Yachtsmiths, a Gold Coast superyacht finishing company, managed the nine-month project, selecting Awlgrip HDT and Awlcraft 3000 to refinish 54-metre *Mischief*.

Yachtsmiths' director Mitchell Zigenbine, an applications specialist, has used AkzoNobel coatings throughout his career. "I'd estimate that 90 to 95 per cent of our projects involve AkzoNobel products, specifically the Awlgrip and Awlcraft lines," he says. Together, Yachtsmiths' three directors have a combined 60 years of industry experience.

Zigenbine notes that once Yachtsmiths select a system, they rely exclusively on a single brand paint system for performance and warranty purposes. "We feel most comfortable offering warranties on projects where we've used AkzoNobel products because their quality and reliability guarantee the best results," he says.

The *Mischief* refit involved seven months of work inside the shed, followed by a month-long water-based preparation project before the refit was completed. It included corrosion mediation and a full repaint, later expanded to tasks such as removing through-hulls and resolving minor structural issues. The hull and topsides didn't need significant repairs, but extra requests added complexity.

Changing weather conditions presented a challenge, as temperatures shifted from summer to cooler winter months, requiring the team to adjust the mix of thinners to maintain consistent application quality. "The flexibility of the HDT product made the process smoother," Zigenbine says. "It allows you to adjust additives based on the environment, which was crucial since the project spanned seasons."

> "I'D ESTIMATE THAT 90 TO 95 PER CENT OF OUR PROJECTS INVOLVE AKZONOBEL PRODUCTS"
>
> MITCHELL ZIGENBINE

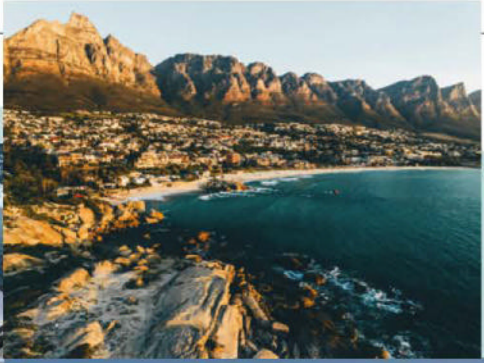
Yachtsmiths was also able to use Awlgrip HDT as a flow coat in a preliminary application, which allowed them to get familiar with the product. "The main challenges were environmental fluctuations and meeting the coating acceptance criteria set by an independent inspector," Zigenbine says. "Overall, it was a fantastic experience and we were thrilled with the results."

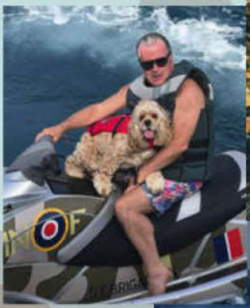
AkzoNobel is also expanding its training operations in Australia, opening a Yacht Paint Application Center (YPAC) at Gold Coast City Marina in October 2025. The facility provides technical training and showcases the latest in digital paint application technology. Yachtsmiths plans to take full advantage.

"We look forward to utilising YPAC to gain hands-on experience with new products, refine our application methods and deepen our understanding of AkzoNobel's innovative solutions," Zigenbine says. "It's a fantastic step forward for the industry, offering much-needed training and skill development. Our collaboration with AkzoNobel has been instrumental in our growth, and we look forward to strengthening that relationship."

akzonobel.com; yachtsmiths.com.au

Mischief is gleaming with her new Awlgrip HDT topcoat, combining hardness and micro-scratch resistance with repairability





ANIL THADANI, OWNER OF 45M *LATITUDE*

I'LL NEVER FORGET...

...my family's first encounter with a polar bear. It was on our first of two transits of the Northwest Passage and we had taken out our Everglades chase boat to go bear-spotting. In total we saw 43 polar bears in our time in the Arctic but this one was the most memorable, mainly because he took an enormous interest in us!

We first spotted him about two kilometres up on the top of a mountain and I thought he was too far away to get any good photographs, but then he started zig-zagging down the mountain towards us. We took the tender close to shore and waited but he didn't stop at the edge of the water. He started swimming towards us, which is when I got my favourite ever photo. He eventually got to within about three metres of the tender and he clearly intended to climb on board and have us all for lunch. We kept manoeuvring the tender to make sure he couldn't access it and eventually he gave up.

What I hadn't reckoned on was him smelling the fish and chips I had asked our chef to prepare back on *Latitude*. Once back on shore, he stood up on his hind legs and gave the air a sniff and then he started swimming towards *Latitude*! We had to call on the radio and tell them to close the tender garage or else he would have climbed straight on board.

I'll never forget this particular polar bear, who we nicknamed Jerome. They're very curious creatures, but they're also very hungry and you can't take chances with them. You only get these kinds of encounters in the far north and I want to do one more trip on *Latitude*. She is fresh from a comprehensive refit and for sale, but if she doesn't sell, then we're heading back to the ice!

MIKE FISHER

Yacht: ***Brigadoon***
Length: 36.3m
Year: 2018
Location: Mallorca

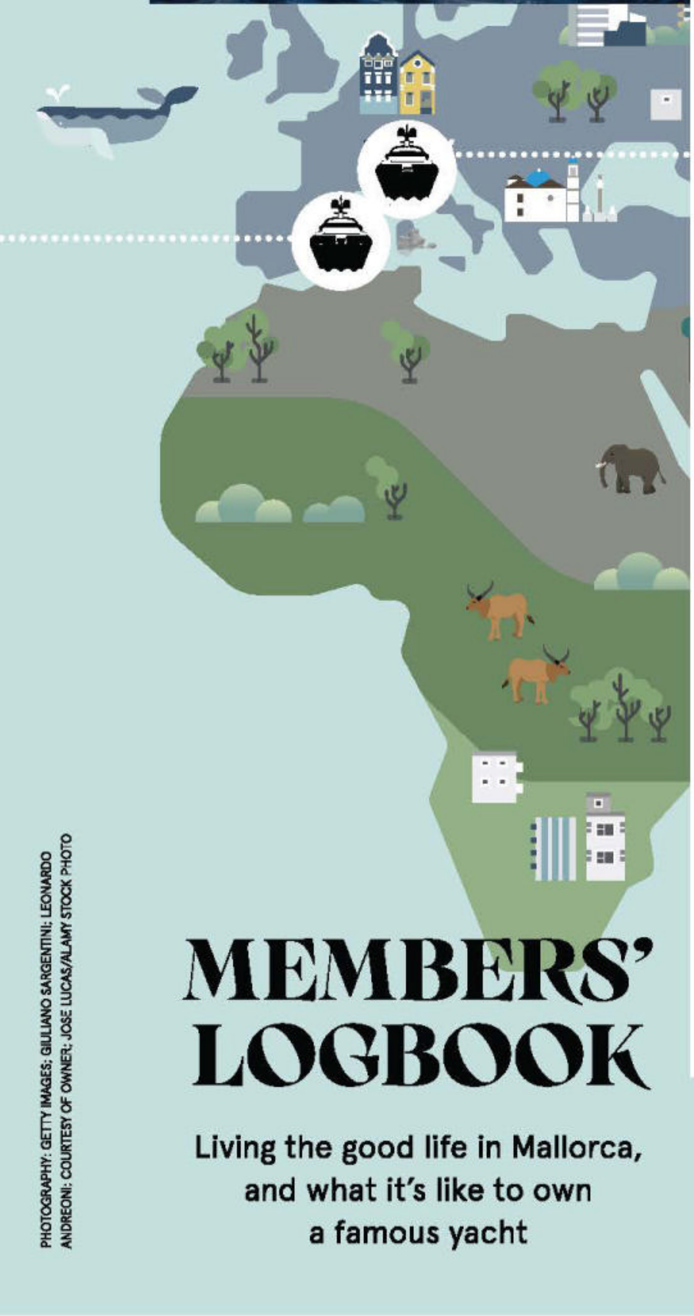
How was your summer on the boat?
It's still going! I'm sitting here on the back of *Brigadoon* looking out over the Mallorcan mountains and it is a glorious day. We've been on and off the boat since Easter, spending weekends aboard as well as five weeks over July and August. Our routine is pretty fixed: we go for a long walk in the mornings and then play around in the water in the afternoon. We love bringing friends and family down to the boat, since everyone is so busy it's hard to spend quality time with them in London. It's been a very South African summer – we spent a lot of years there and made some great friends, who have been on the boat with us, and now all our crew are South African as well.

What is it about South African crew?
Having lived in South Africa for so long, it just feels like home. We share much of the same humour, music and food. I went to South Africa for a wedding recently and brought the crew back lots of what they love, like biltong!

You spend a lot of time in Mallorca...
We love it, and always find nice bays to anchor in without many boats. If we go to Italy or Sardinia, it always seems very crowded. The walks here are beautiful, too, and we enjoy finding new trails, often hiking for two or three hours.

Is that to balance the food and wine intake?
That's the problem; we have such an amazing chef, it's hard not to overindulge. All restaurants are disappointing compared to what he can prepare. And, to be fair, we get through a fair bit of wine. Our captain is ex-military and a fitness fanatic and came out the other day with some bags of sugar and told us this was how much sugar we had consumed through wine recently. But our policy is: the best food, the best wine and the best time. We love themed nights on the boat and like to eat cuisine from all over the world. And we have a huge dressing-up box and encourage everyone to get into the spirit of the evening. We like to have fun – we've got a 90-year-old on board with us at the moment and he's been out on the jet ski racing around.

What's your guest policy?
It's less of a policy but we find that three days is the sweet spot. Sometimes we break that rule and have people on for longer. We take great care in putting our guest groups together – you've got to find people who'll mix well. But by now everyone knows each other. We had my niece's boyfriend on board recently who's an expert in nanotechnology, so it was fascinating to hear what's going on in that field.



MEMBERS' LOGBOOK

Living the good life in Mallorca, and what it's like to own a famous yacht

KIM VIBE-PETERSEN

Yachts: ***Q* and *Parsifal III***
Lengths: 52m and 54m
Years: 2008 and 2005
Location: Monaco

How was your charter season?

Very good. *Q* is a very popular yacht and we maintain her to the highest standard. She spent the summer chartering in Portofino, Capri and the Amalfi Coast. Our other yacht, *Parsifal III*, has been in the shipyard for a year. We're doing lots of work on her as part of her 20-year survey and she'll come out like a new boat. She has been used for multiple seasons of *Below Deck*.

What's it like owning such a famous boat?

I never thought the show would be as big as it got. When we're on *Parsifal*, we get a lot of attention – people think we're part of the show, so they come up and ask us questions about certain people. We don't watch the show so we've got no idea what they're talking about! I think the boat's done 10 seasons of the show, which is wild. And it's watched by five million people a week, or something like that. Our old captain, Glenn, is now a rock star. The other question people always ask is: why did you do it? I'm always honest – I did it for the money. The production company paid us very well for using the boat.

Are you heading across to the Caribbean?

By the time people read this, *Q* will already be there. We're looking forward to getting down there and spending some time on board between the charters. I know there's been some talk about an indifferent charter season, but we're not feeling it; we already have weeks booked for summer 2026! If no one takes the boat for Bucket week, we'll race on her. We love the Corinthian class as we don't want to have 20 race crew. It's much more fun with friends and family.

PHOTOGRAPHY: GETTY IMAGES; GIULIANO SARGENTINI; LEONARDO ANDREONI; COURTESY OF OWNER; JOSE LUCAS/ALAMY STOCK PHOTO

MAP JING ZHANG

PHOTOGRAPHY
FRASER EDWARDS (SAILING); SOFIA WINGHAMME (INTERIOR)

TURBO C

COVER BOAT
RAVENGER

HARGED

In search of a cruising superyacht with the potential for some serious performance enhancement, one owner found Pink Gin VI *and turned her into* Ravenger. Julia Zaltzman *gets inside this World Superyacht Award-winning refit*

>

W

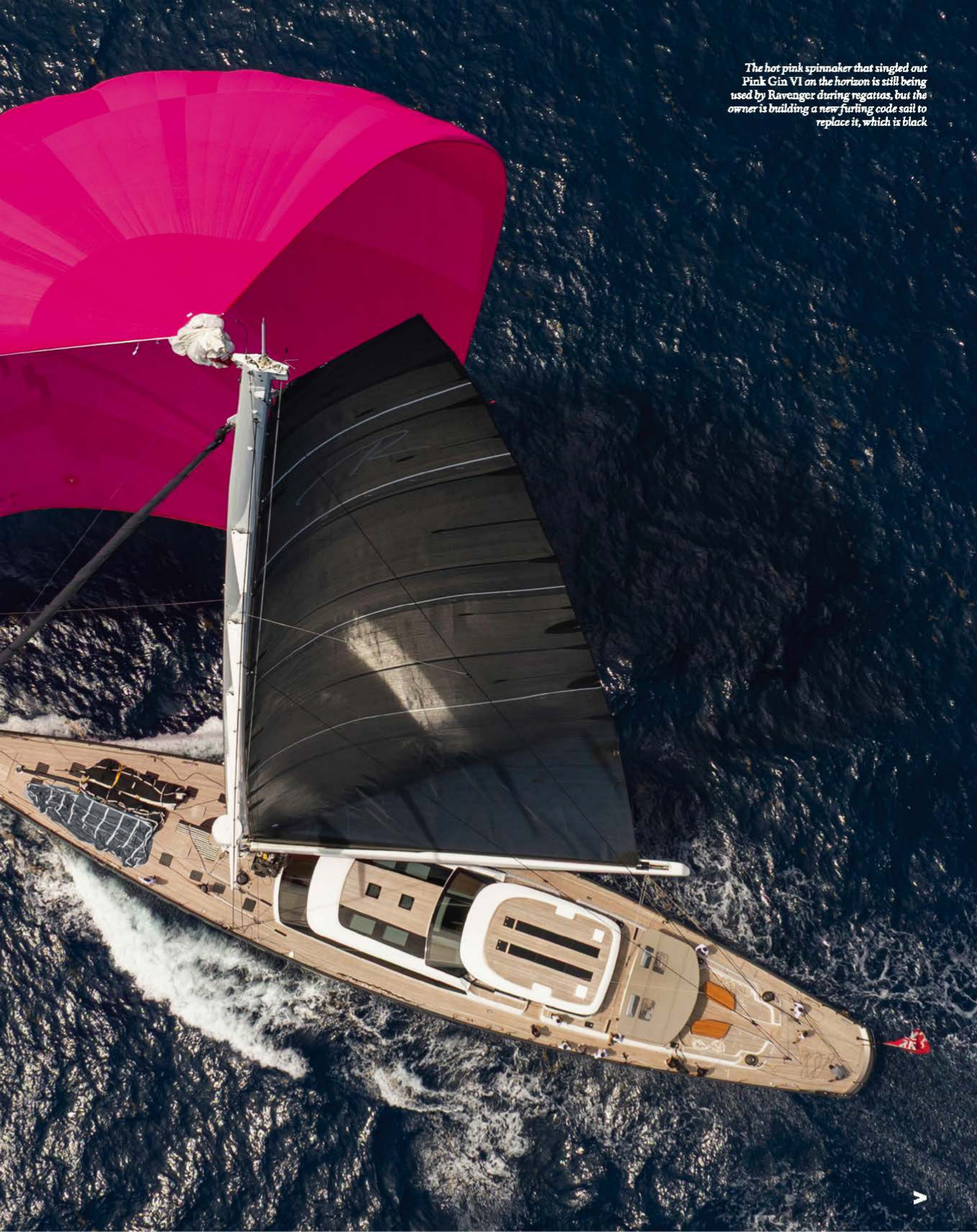
When Baltic Yachts delivered the world's largest all-carbon fibre sloop in 2018, it was met with applause yet divided opinion. There was no denying the technical prowess of Hans Georg Näder's 54-metre sailing yacht, then named *Pink Gin VI*. She remains one of the most technically advanced yachts built by the Finnish yard, with a retracting torpedo-shaped keel and super-lightweight carbon-fibre construction. Yet Näder's choice of bold and daring design features that included pewter and purple were not to everyone's liking.

Fast forward to June 2024, and the performance cruiser, renamed *Ravenger* by her current Swedish owner who acquired the yacht in 2023, emerged from a 10-month refit at Baltic Yachts with a head-turning makeover. "We were intent on a refit, rather than a rebuild," Claes "Klabbe" Nylöf, owner's representative and project manager, tells me as we step aboard, "but the changes are significant."

Gone are the Murano glass chandeliers hanging from the boom, the industrial pewter finishes and the lavender baby grand piano once tucked into the corner of the main saloon. "Now it's light and bright," says Nylöf.

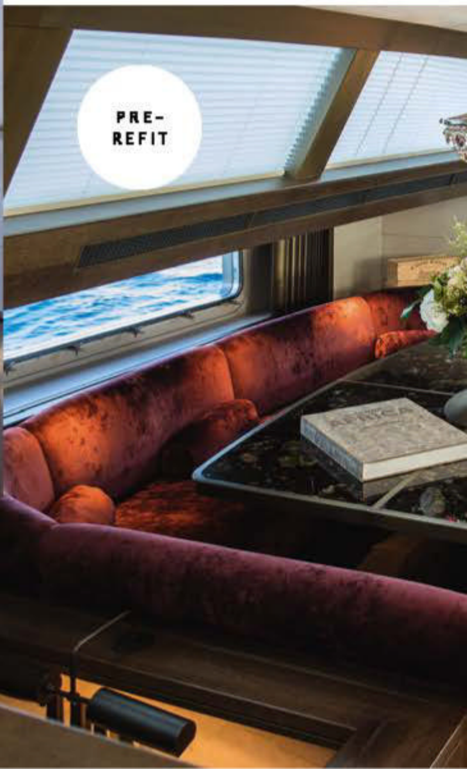
A Swedish professional sailor who competed in the Whitbread Round the World Race and the Volvo Ocean Race, Nylöf manages the sailing yachts in the owner's sail and power fleet. He helped the owner in his search for a high performance cruising yacht before eventually choosing *Pink Gin VI*.

"The owner already had a sailing yacht, but he wanted a faster, bigger boat that's easy to sail," he



The hot pink spinnaker that singled out Pink Gin VI *on the horizon is still being used by* Ravenger *during regattas, but the owner is building a new furling code sail to replace it, which is black*

>



Gone are the Murano glass chandeliers and purple velvet sofas in the main saloon, replaced with luxury fabrics in neutral tones

THE MOST STRIKING ALTERATION IS FOUND IN THE SPLIT-LEVEL MAIN SALOON, THE SOCIAL HUB. NOW THE WHOLE SALOON IS MUCH LIGHTER AND CALMER

ADDITIONAL PHOTOGRAPHY: MARCO MOOG (PRE REFIT)

adds. "*Pink Gin VI* had a well-shaped hull with a good keel and rudder and a mast high enough to take a bigger sailplan, but the sailplan and deck hardware were designed for cruising, so we updated the spec."

I step aboard *Ravenger* at the busy MB92 refit yard in Barcelona, where she's having her mainsheet traveller repaired following a summer season of sailing. In a few days' time, she'll return to Palma before heading to Saint-Tropez to serve as a support vessel for another of the owner's yachts. *Ravenger* is now his main cruising yacht, albeit fine-tuned for "more performance-oriented sailing while maintaining her comfort and luxury", says Henry Hawkins, Baltic's executive vice president.

Soon after acquiring the yacht, the owner and fleet manager sailed her from Palma to Jakobstad in Finland to experience life aboard ahead of the works and record their required changes. Two months later, *Ravenger* began her rapid refit, one of the most complex aspects being the rebuild of her towering 69.5-metre carbon-fibre mast to accommodate a more powerful sailplan. She now flies a massive 1,574 square metres of sail upwind courtesy of North Sails, increasing the average boat speed overall.

"Alongside making the interior feel lighter and more open, the objective was to really focus on performance," the fleet manager explains. "The owner loves sailing, so when he's aboard he wants to enjoy getting the best out of *Ravenger*. With the new triple-headed sailplan, she really moves."

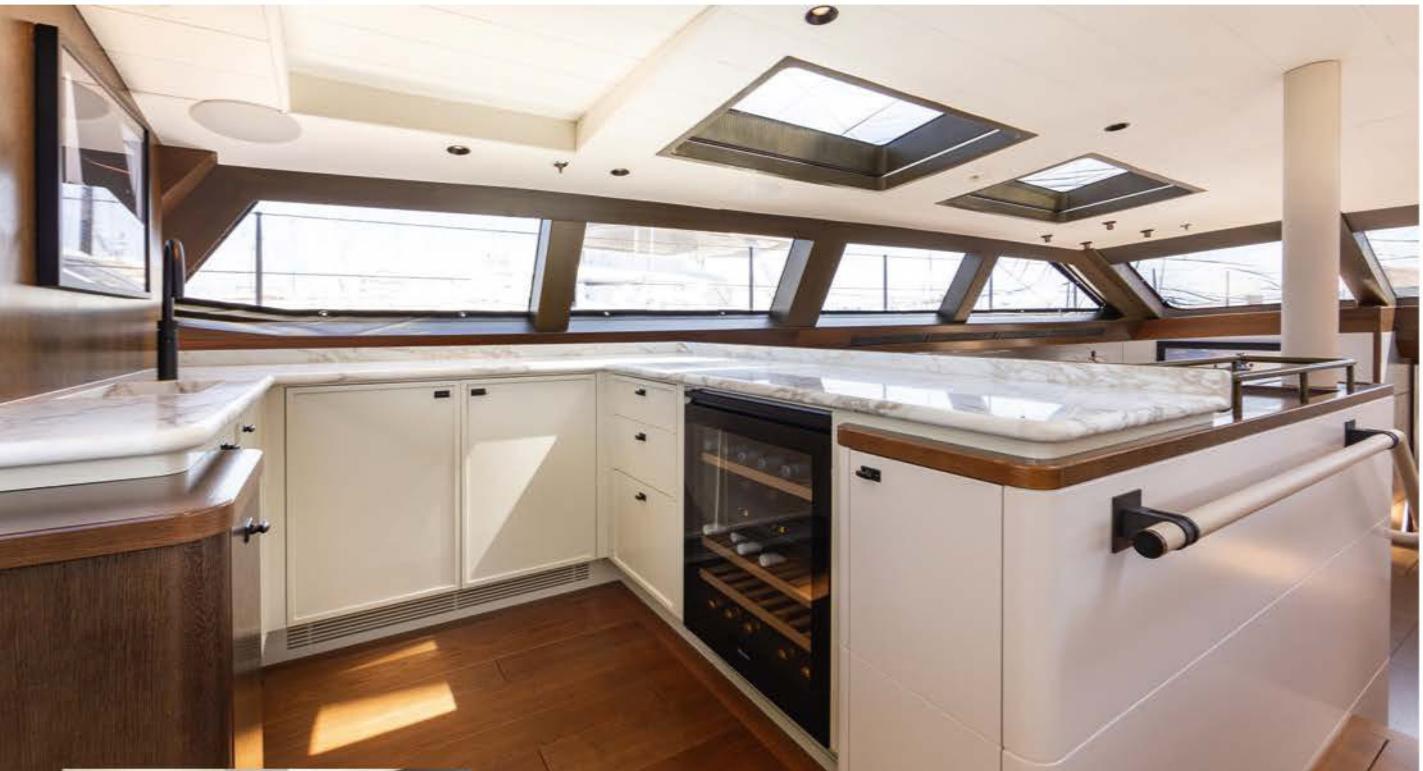
Ravenger sports a square top main sail "to add more sail area". Another change saw the jib tacked closer to the deck, again to increase sail area, and a reconfigured furling system. Originally fitted with two headstays – one for a

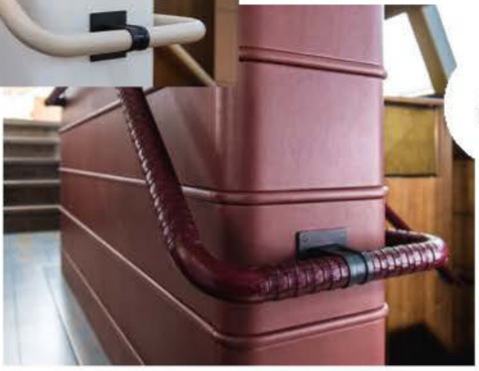
>

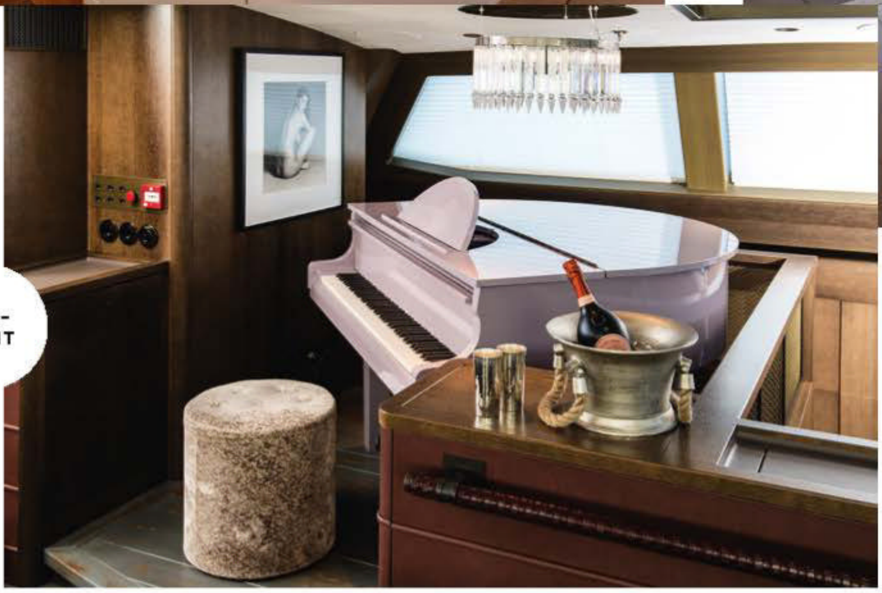
Skylights invite natural light into the interior, while all-new insulation under the newly laid floorboards has reduced the decibel level at anchor and while cruising

"IT'S ALWAYS A CHALLENGE PICKING UP PAST WORK AND REFRESHING IT, BUT FASHION, IDEAS AND WHAT PEOPLE WANT MOVES ON AND YOU MOVE WITH IT"

>







Where there was once a lilac piano is now a marble-topped breakfast bar. Neutral colours have replaced the Bordeaux leather wraparounds and handrails

large non-overlapping jib and another for a staysail – *Ravenger* flies a torsion cabled furling staysail for upwind work and power reaching that can be lowered when not in use, as well as a code sail and jib. This upgrade was made possible by increasing the length of the bowsprit by 1.5 metres and replacing the fixed backstay with running backstays fitted with deflectors to handle the increased sail loads.

"Rebuilding the bow and adding a longer bowsprit means we can carry bigger sails; that was the most significant change we made," says Nylöf. "It's all with a view to enhancing performance, and we spent a lot of money and a lot of time on that."

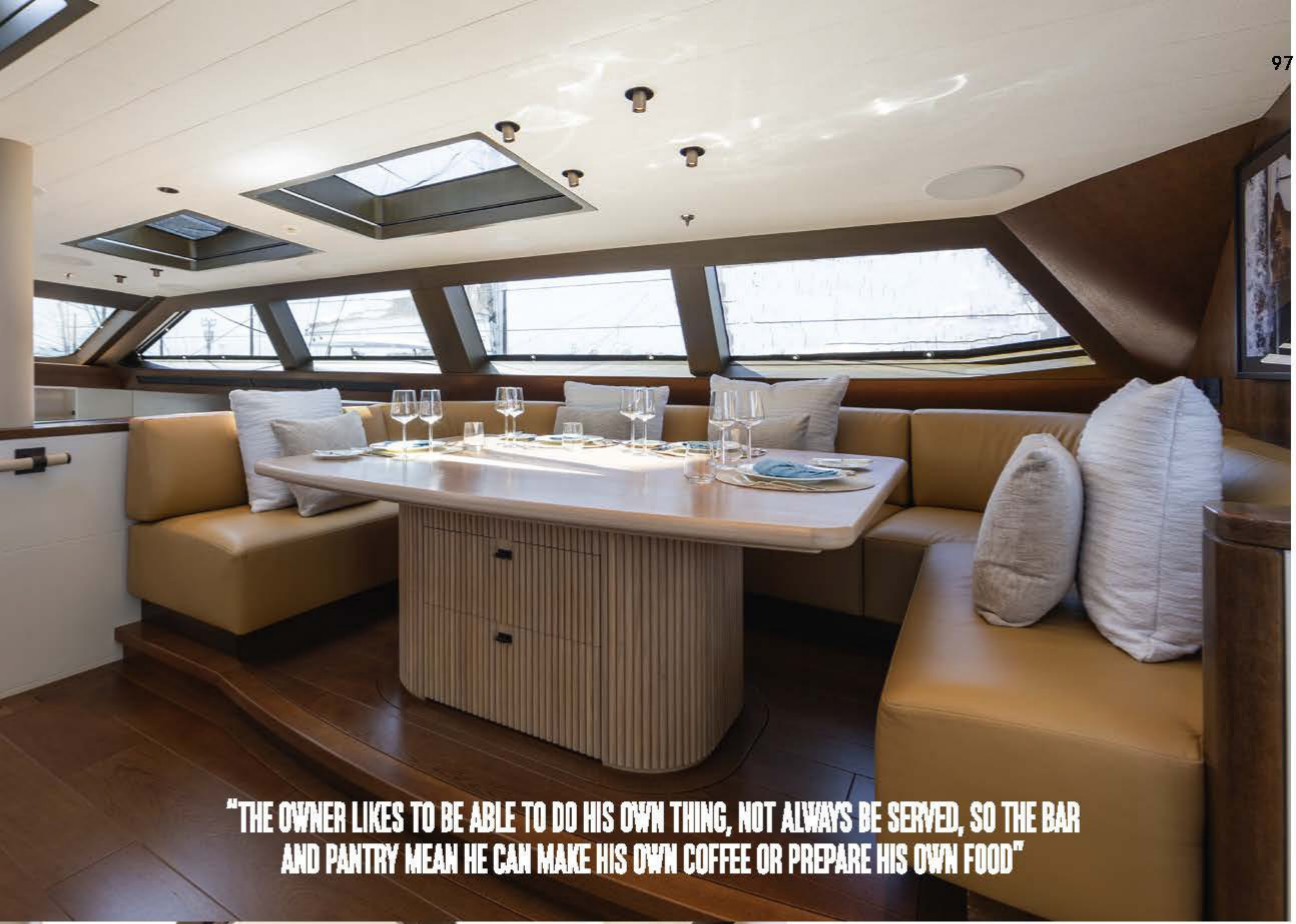
While the owner's enjoyment when sailing was central to the refit, the yacht is also destined to remain a regular on the regatta scene. The hot pink spinnaker that once singled *Pink Gin VI* out on the horizon was flying high when *Ravenger* competed in last year's St Barths Bucket (placing third in her class), though it won't stay that way for long. "We will still use the pink spinnaker, but we are building a new furling code sail to replace it, which is black," he notes.

It's not the only element to turn black. All the existing deck hardware, from the stainless-steel stanchions to the former pewter finishes, have been blackened "to clean the boat up – there was too much contrast before." The underside of the boom has also been painted the same colour as the hull to make it appear more discreet when viewed in profile. "It's already huge, and when it was white it looked even bigger."

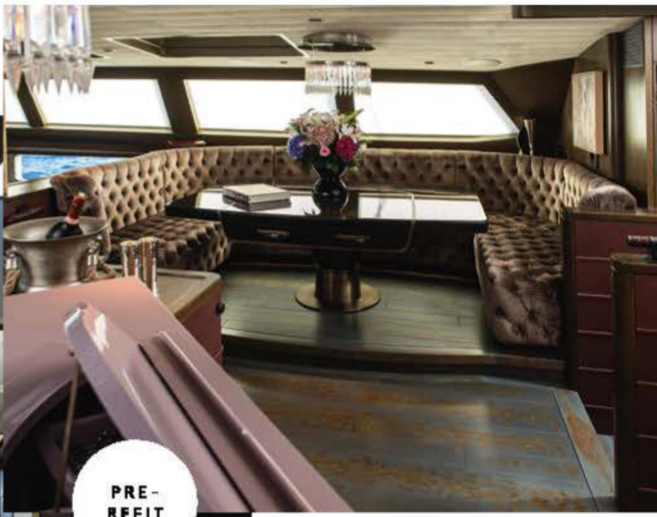
The original Rondal deck winches have been replaced with smaller, lighter Harken drums, reducing the total winch weight by around 75 per cent. "The old ones did 60 line metres per minute; this one does 180. It means you can handle the sails better and race the boat safely," Nylöf says.

The original teak decks remain, albeit sanded down and reconditioned, and the previously openable hatches are now sealed shut for a more

ADDITIONAL PHOTOGRAPHY (PRE REFIT): MARCO MOOG



"THE OWNER LIKES TO BE ABLE TO DO HIS OWN THING, NOT ALWAYS BE SERVED, SO THE BAR AND PANTRY MEAN HE CAN MAKE HIS OWN COFFEE OR PREPARE HIS OWN FOOD"



Top: Baltic Yachts' in-house team crafted the new oak dining table. Left: display cabinets have been reconfigured for artefacts and books

SHE REMAINS ONE OF THE MOST TECHNICALLY ADVANCED YACHTS BUILT BY THE FINNISH YARD, WITH A RETRACTING TORPEDO-SHAPED KEEL AND SUPER LIGHTWEIGHT CARBON-FIBRE CONSTRUCTION

streamlined, flush finish. Reviews and updates have also been made to the engines, generators, HVAC and ventilation systems by Baltic's in-house technicians and crew.

"We really worked hard to get the noise levels down," adds Nylof, noting that carbon-fibre yachts are louder than alloy yachts. "It was one of the owner's observations, and we put a lot of time and effort, especially up front where the owner's suite is located, to ensure the noise from the engine doesn't travel."

Noise and vibration specialist Kaj Rintanen from Bothnia Engineering was brought on board to make recommendations, which included all-new insulation under the newly laid interior floorboards. It's resulted in a six-decibel noise reduction at anchor in both the main saloon and master suite, and a four-decibel reduction when cruising.

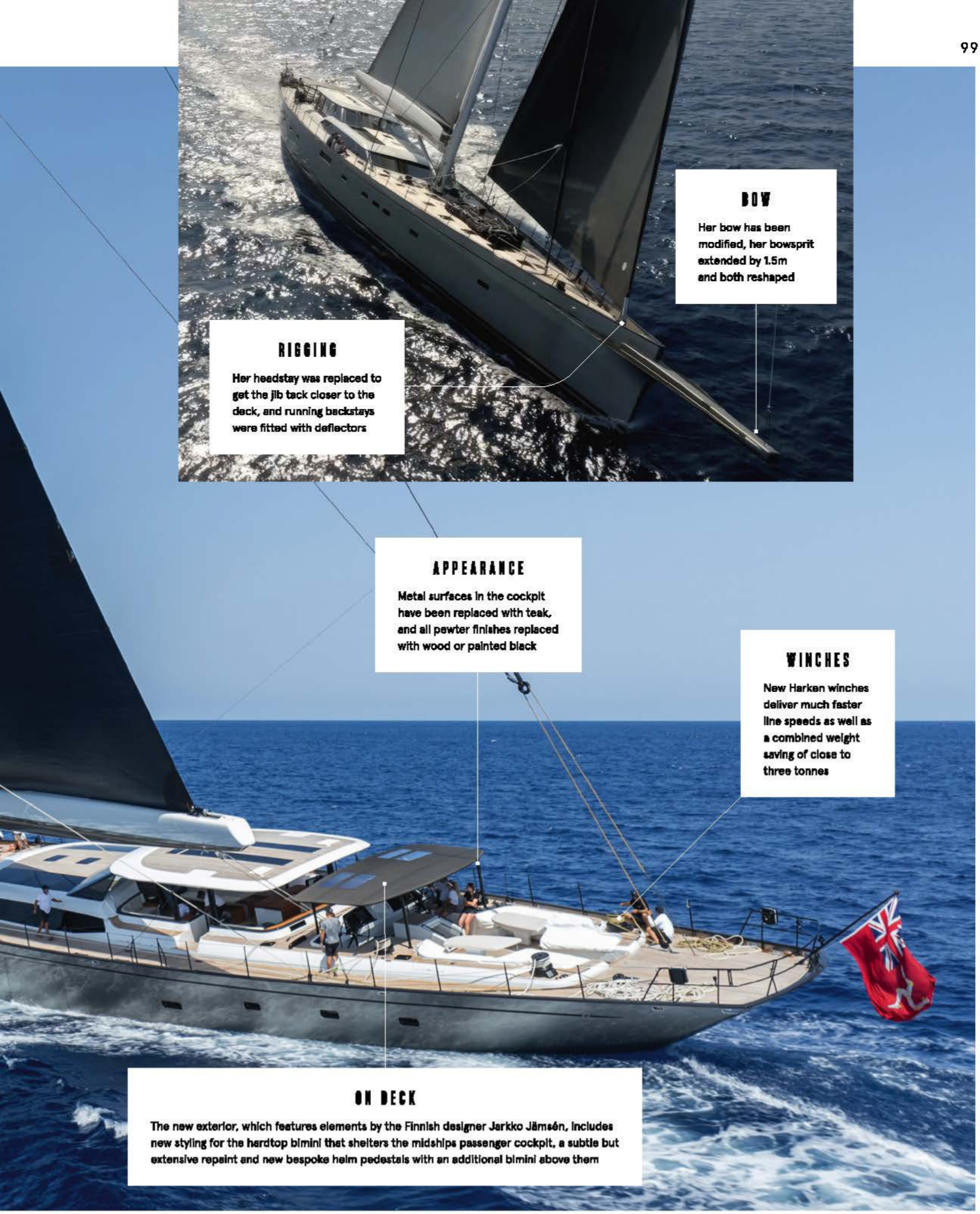
"Baltic's experience ensured noise reduction, structural upgrades and precise craftsmanship were executed to the highest standard, addressing complex technical and aesthetic requirements," says Hawkins, highlighting the yard's role in reconfiguring and restyling *Ravenger's* interior to fit the owner's sense of style, closely guided by

ADDITIONAL PHOTOGRAPHY: JEFF BROWN/BREED MEDIA (PRE REFIT)

SAILPLAN

Her mast has been rebuilt to support a new, more powerful sailplan with a square-top mainsail and a triple headsail configuration, plus larger code and offwind sails (main: 773m², furling jib: 551m², code sail: 1,195m², A2 gennaker: 2,300m²)

PRE-REFIT



BOW

Her bow has been modified, her bowsprit extended by 1.5m and both reshaped

RIGGING

Her headstay was replaced to get the jib tack closer to the deck, and running backstays were fitted with deflectors

APPEARANCE

Metal surfaces in the cockpit have been replaced with teak, and all pewter finishes replaced with wood or painted black

WINCHES

New Harken winches deliver much faster line speeds as well as a combined weight saving of close to three tonnes

ON DECK

The new exterior, which features elements by the Finnish designer Jarkko Jämsén, includes new styling for the hardtop bimini that shelters the midships passenger cockpit, a subtle but extensive repaint and new bespoke helm pedestals with an additional bimini above them

Design Unlimited. The British design studio penned *Pink Gin VI*'s highly personalised interior but had recognised in advance that a more universal aesthetic may one day be required.

"We worked with Baltic prior to this client taking on the project to show how the boat could be transformed with very little damage to the infrastructure and design fundamentals," says Mark Tucker, creative director at Design Unlimited. "Returning to Baltic for a refit certainly has its benefits, not least because the way they build boats is a handcrafted product itself."

The studio's chic Scandi schemes and colourways caught the owner's eye, largely because "he wanted the boat to look different without completely tearing it apart".

"He'd sailed the boat and lived aboard prior to starting the refit, so had his own thoughts on what he wanted to keep or change," adds Tucker, who sat with the owner for a day in Portugal discussing ideas and visuals. Among the original features that received the owner's thumbs-up were the dark stained oak panelling, the en suites with their glass fluted doors and pewter basins and the overall interior layout. Some fixed furniture, such as the beds, were retained but received new leather wraparounds. Headboards and side tables that "were very personal to the previous owner" were redesigned, and all industrial detailing, from patinated mirrors to steel ventilation grids, removed or modernised.

"The owner is practical and likes analogue switches for the lights, and fabric curtains in place of window blinds to give the cabins a softer feel," says Nylöf. In the owner's suite, a wine fridge and ice maker now reside where a desk once stood, and the doors to the en suite have been replaced with oatmeal curtains to open the room up. This also applies to the starboard fold-out balcony – one of two aboard, both of which are among the yacht's most celebrated original features rarely found on sailing boats.

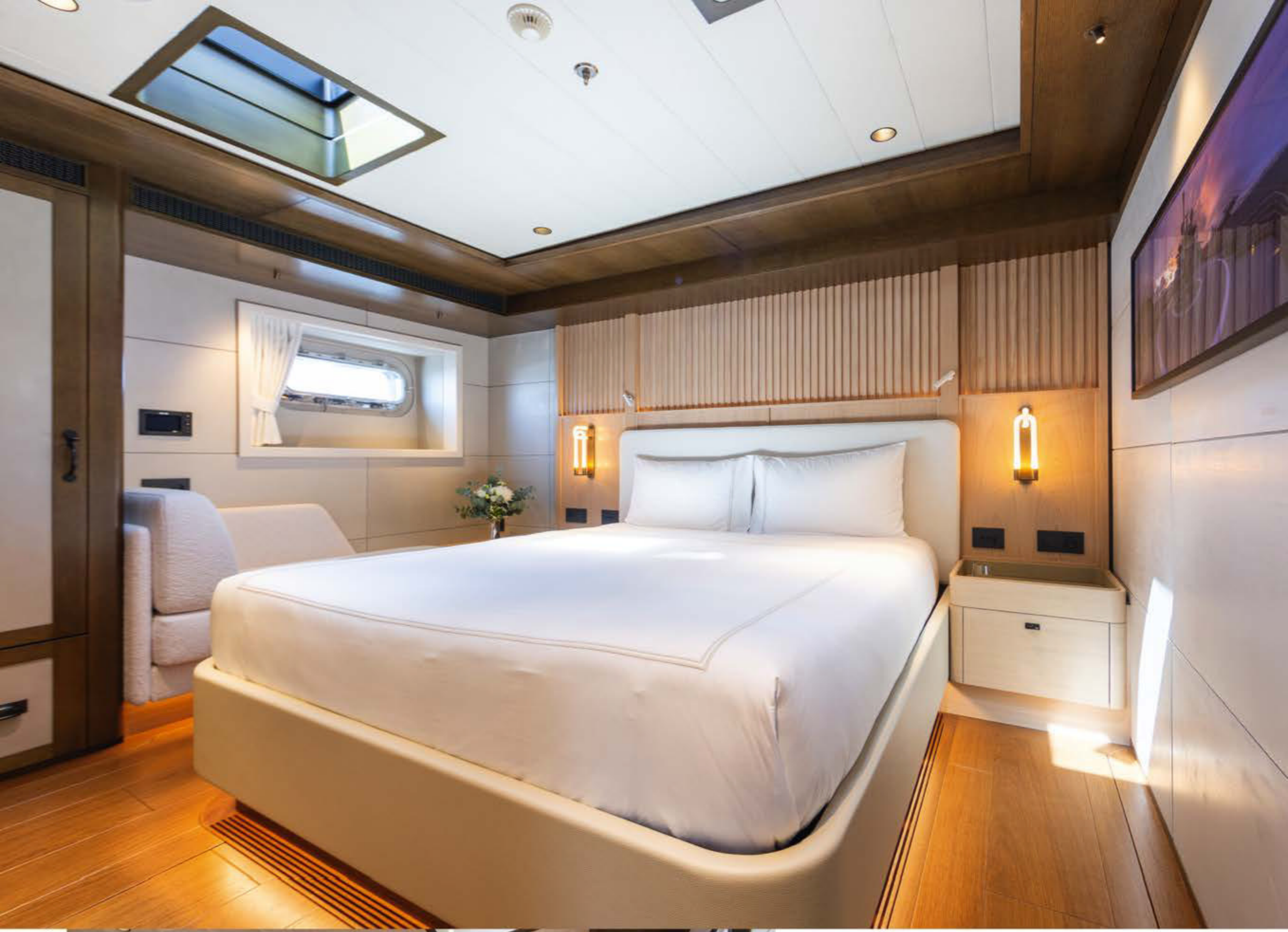
"The balcony isn't huge, but it gives the owner access to the water and it's a comfortable, private place to sit with a bottle of rosé when the waves aren't too much," he says. With the original

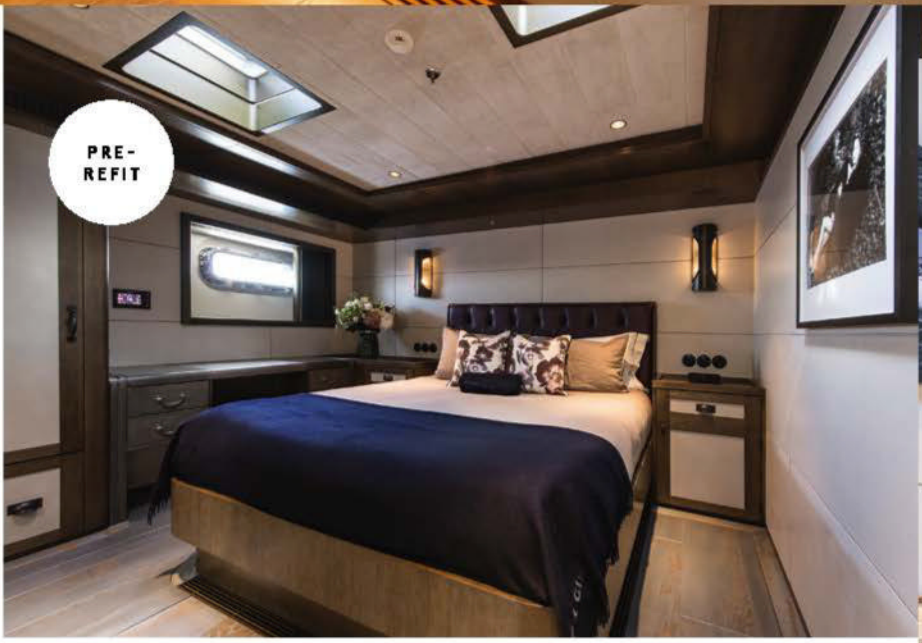
ADDITIONAL PHOTOGRAPHY: MARCO MOOG (PRE REFIT)

In the owner's suite, a wine fridge and ice maker now reside where a desk once stood. Curtains separate the cabin from the en suite, and the alloy covers were removed from the fold-out balcony

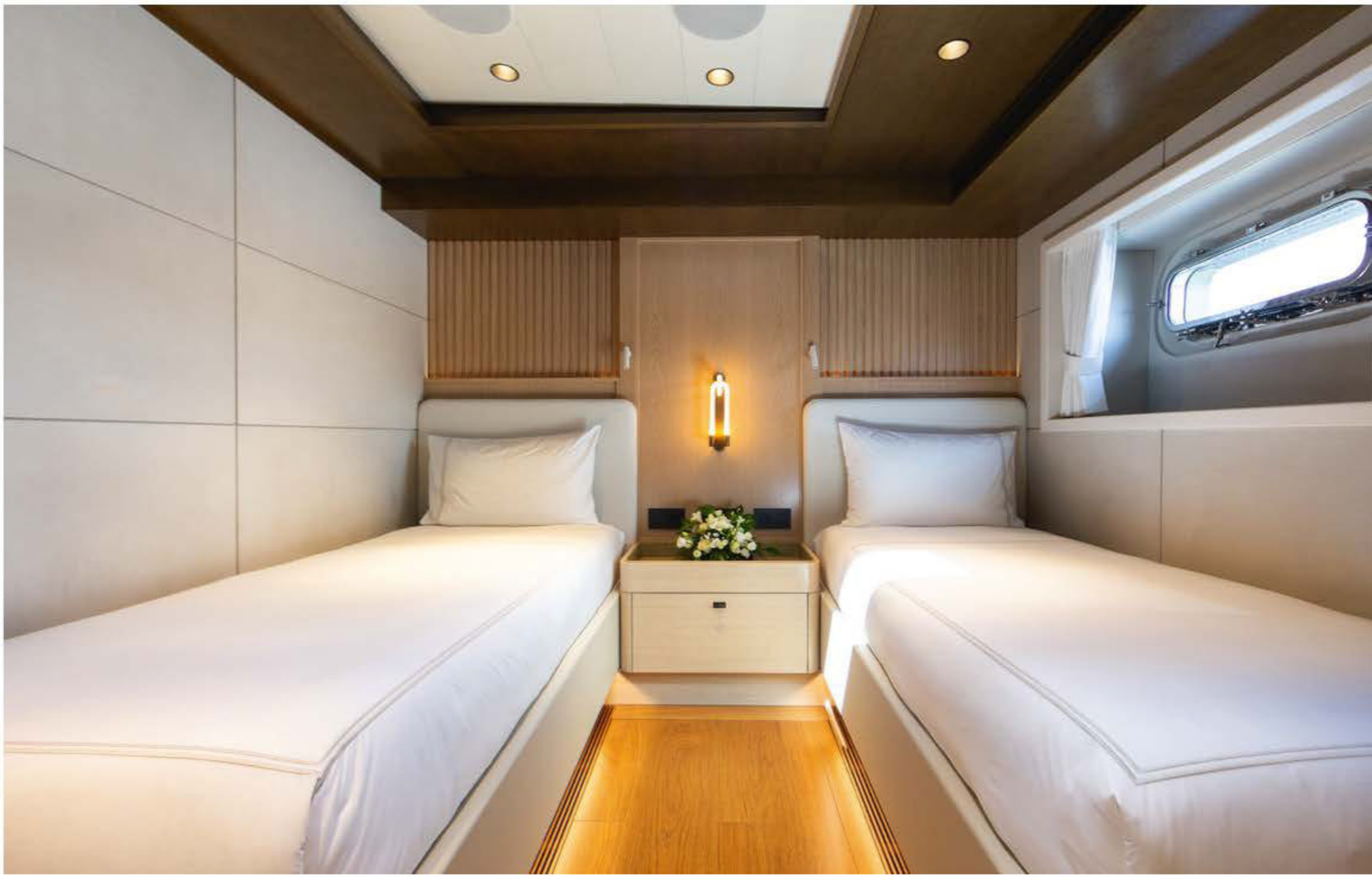
"ALL THE CHANGES WE'VE MADE HAVE BEEN TO SIMPLIFY THE INTERIOR AND MAKE IT EASIER ON THE EYE"

>





The guest cabins have been subtly updated. While the paint on the walls of the VIP cabins is original, the ceiling panels are considerably lighter and at the headboard, a slatted wooden wall replaces the original panels. It's tied together with a uniform colour palette and matching linen



ADDITIONAL PHOTOGRAPHY: MARCO MOOG (PRE REFIT)

THE STUDIO'S CHIC SCANDI SCHEMES AND COLOURWAYS CAUGHT THE OWNER'S EYE, LARGELY BECAUSE "HE WANTED THE BOAT TO LOOK DIFFERENT WITHOUT COMPLETELY TEARING IT APART"

custom-built alloy covers removed – "they rattled, especially when sailing" – the master suite is a bright and airy sanctuary. "All the changes we've made have been to simplify the interior and make it easier on the eye."

The mix of old and new is subtle and effective. The wall paint in the VIPs is original but the ceiling panels are lighter, and the original steampunk door handles give a quirky nod to the past. While all the guest cabins enjoy a uniform colour palette with matching linen, the original dayhead featuring silk hand-embroidered koi carp wallpaper provides a welcome flourish.

The most striking alteration is found in the split-level main saloon, the social hub. Key textiles, such as Moore & Giles leather, Larsen curtains and Holly Hunt upholstered cushions in neutral tones, bring a touch of luxury. A wash of skylights invites natural light, with optional exterior covers when the sun is high in the sky. Now the whole saloon is much lighter and calmer.

The bespoke Calacatta Vagli marble-topped bar greets guests as they enter. With added storage, it makes "a more practical use of the space," says Tucker, who had originally designed a desk to sit where the piano was previously located.

"The owner likes to be able to do his own thing, not always be served, so the bar and pantry mean he can make his own coffee or prepare his own food," adds Nylöf.

New interior joinery, including the main saloon seating and cabinetry, is crafted by Baltic's in-house team. This includes an oak dining table with two integrated spirit holders that mirror the rising exterior bar on deck, which is now topped with a hardtop penned by Jarkko Jämsén. A smoked oak Tommy Franks coffee table, tanned leather dining chairs by Flexform, and a Ditre Italia cream sofa complete the set.

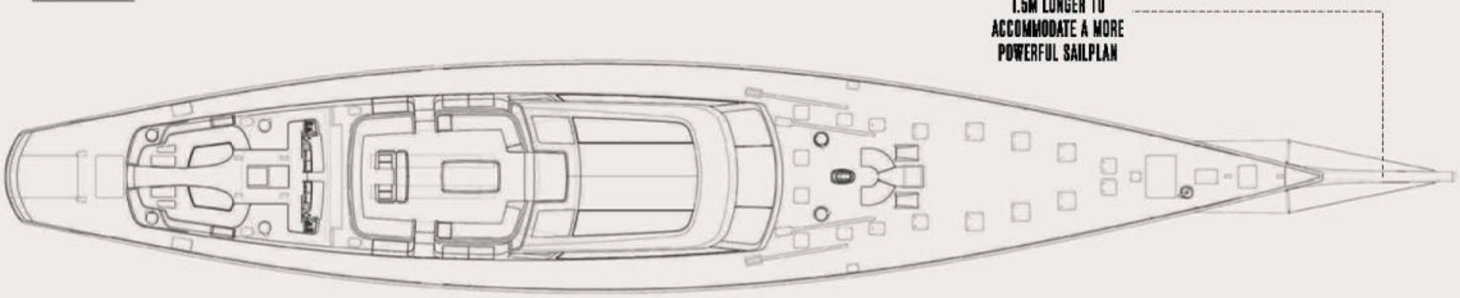
"It's always a challenge picking up past work and refreshing it, but fashion, ideas and what people want moves on, and you move with it," says Tucker. And move through water is exactly what *Ravenger* does. "She performed well before, but now she performs a lot faster in most conditions with a top speed of 22 to 25 knots of boat speed," the fleet manager concludes. "The owner knows what he's doing when it comes to sailing." □

>

RAVENGER

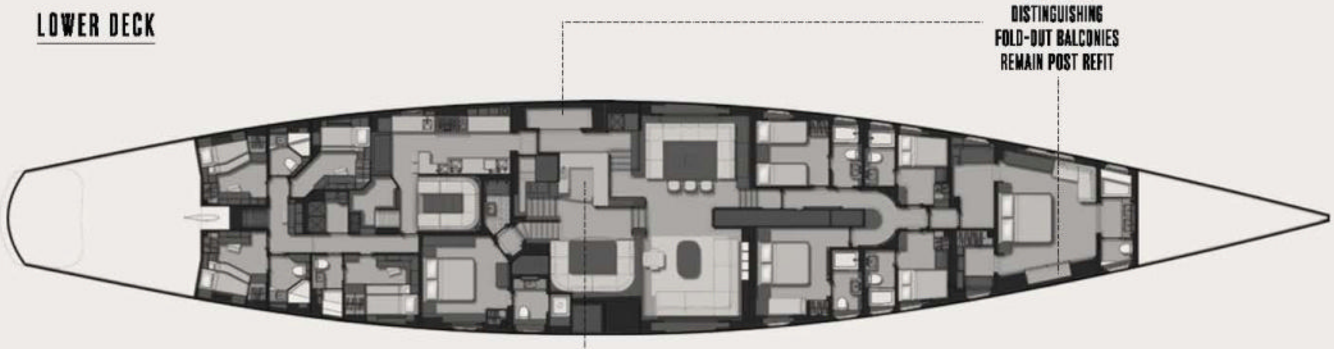
BALTIC YACHTS

MAIN DECK



THE BOWSPRIT IS 1.5M LONGER TO ACCOMMODATE A MORE POWERFUL SAILPLAN

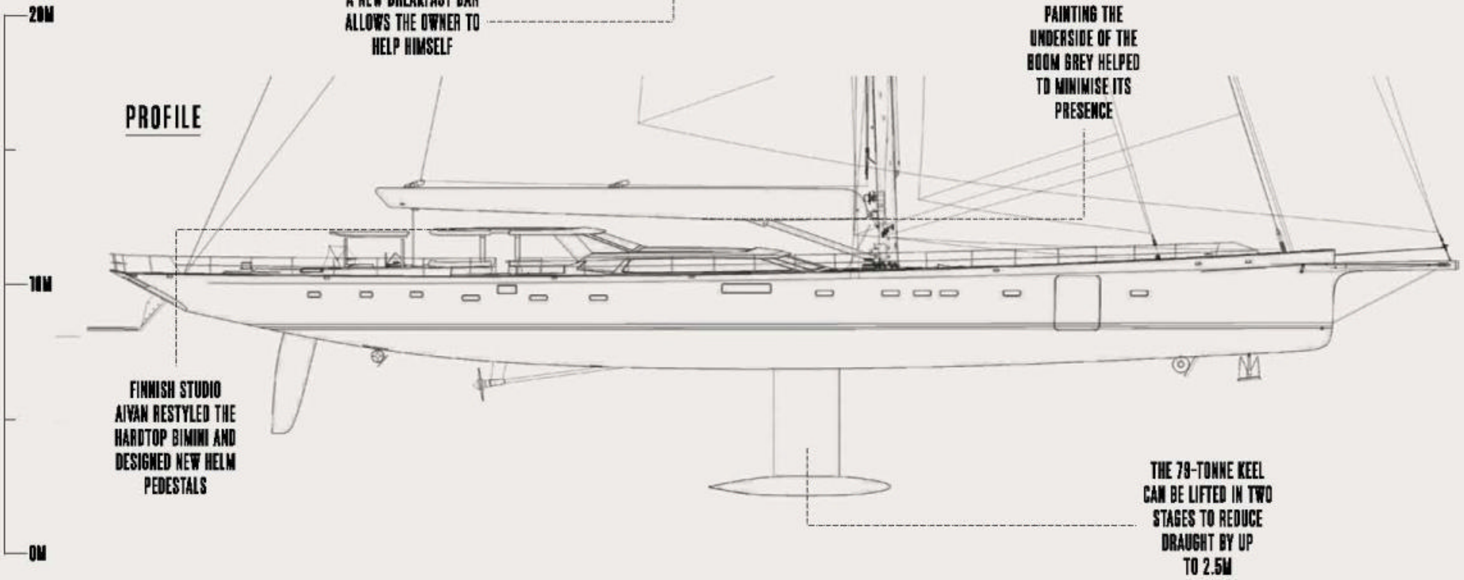
LOWER DECK



THE YACHT'S DISTINGUISHING FOLD-OUT BALCONIES REMAIN POST REFIT

A NEW BREAKFAST BAR ALLOWS THE OWNER TO HELP HIMSELF

PROFILE



PAINTING THE UNDERSIDE OF THE BOOM GREY HELPED TO MINIMISE ITS PRESENCE

FINNISH STUDIO AIVAN RESTYLED THE HARDTOP BIMINI AND DESIGNED NEW HELM PEDESTALS

THE 79-TONNE KEEL CAN BE LIFTED IN TWO STAGES TO REDUCE DRAUGHT BY UP TO 2.5M

LOA 53.9M
LWL 45.1M
BEAM 9.55M
DRAUGHT 4.5M/5.65M/7M
GROSS TONNAGE 335GT
ENGINE 1,400HP MAN V12
GENERATORS
2 X 90KW NORTHERN LIGHTS

SPEED UNDER POWER (MAX/CRUISE)
16/12 KNOTS
SAILS NORTH SAILS
RIGGING FUTURE FIBRES/CARBO-LINK
MAST & BOOM RONDAL
SAIL AREA UPWIND/DOWNWIND
1,574M²/2,594M²
FUEL CAPACITY 17,600 LITRES

FRESHWATER CAPACITY 4,800 LITRES
TENDER ZODIAC MILPRO
OWNERS/GUESTS 12
CREW 8
CONSTRUCTION CARBON COMPOSITE
HULL AND SUPERSTRUCTURE
CLASSIFICATION
DNV/GL

NAVAL ARCHITECTURE
JUDEL/VROLIJK & CO
REFIT EXTERIOR STYLING
AIVAN
REFIT INTERIOR DESIGN
DESIGN UNLIMITED
ORIGINAL BUILDER/YEAR
BALTIC YACHTS/2017

REFIT SHIPYARD/YEAR
BALTIC YACHTS/2024
PIETARSAARI, FINLAND
INFO@BALTICYACHTS.FI
BALTICYACHTS.FI

PRO BOAT

12

THE TOTAL NUMBER OF SLOOP-RIGGED SAILING YACHTS THAT ARE 50M OR LONGER DELIVERED TO DATE

TEAM FOR DESIGN
ENRICO GOBBI

BAGLIETTO
1854
VESTA 56

WWW.TEAMFORDESIGN.COM
VENICE - ITALY

NOVEMBER 2025 BOATINTERNATIONAL.COM
THE REFIT ISSUE
BOAT
International
FIT FOR SERVICE: THE LATEST SUPERYACHT CONVERSIONS AND ELEGANT REFRESHES
YACHTS OF DUNKIRK
DARING TALES AND PAINSTAKING RESTORATIONS
TURKEY IN FOCUS
EXPERT MARKET ANALYSIS
NEW RESORTS AND HOTELS
OTTOMAN ITINERARIES
GRACE & GRIT
PINK GIN VI BECOMES RAVENGER, A 54-METRE CRUISER FINE-TUNED FOR PERFORMANCE
CULTURE CRUSH: HISTORY AND HARMONY ON THE CROATIAN COAST

Find your perfect subscription

BEST DEAL

PRINT ONLY

- 12 print editions a year
- Every issue delivered to your door
- Best price guaranteed for subscribers

DIGITAL ONLY

- 12 digital editions a year
- Full access to the digital edition on your web browser, iPad, iPhone and Android devices
- Best price guaranteed for subscribers

PRINT + DIGITAL

- 12 print editions a year
- Every issue delivered to your door
- 12 digital editions a year
- Full access to the digital edition on your web browser, iPad, iPhone and Android devices
- Best value subscription

Subscribe via our secure website:
boatint.com/page25

Call UK opening hours, Mon to Fri, 9am to 5pm:
+44 (0)20 8955 7077

BOAT International

TURKEY SPECIAL

Turn the page for in-depth coverage of a superyachting nation spanning two continents, with world-class resorts and a thriving culture

PHOTOGRAPHY: COURTESY ALIA YACHTS

MARKET REPORT

Business experts dissect a dynamic superyacht market

CURATED ITINERARIES

Exploring the country's best beaches, bays and bars by boat

NEW LAUNCHES

We reveal Turkey's latest must-visit hotels and resorts

RIDING THE WAVES

Rocketing to prominence but battered by economic problems – the story of Turkey's yacht building industry is dramatic. Andrew MacDowall *discovers how a maturing sector is taking adversity in its stride and specialising to thrive*

As the big boat shows rolled into the French Riviera in September, it was Turkish yachting that entered the spotlight once again. The country had imposed an eight per cent tax on pleasure craft, ending a controversial "luxury exemption" that had been in place since 2017. It's the attention Turkey has come to expect; for good and ill it has become one of the most newsworthy nations in the world when it comes to yachting.

Ranking second in the world for production of 24-metre-plus yachts, with a record 146 projects underway or ordered in 2025, and accounting for 5.9 per cent of the global fleet, Turkey is truly a global leader in superyacht building. The past few years have been eventful for the sector, which has seen a surge in demand coincide with supply-side shocks from inflation and currency depreciation, and later interest rate rises. Costs have risen by up to 30 per cent. Yet while the medium-term outlook is for elevated inflation and rates, Turkey's yacht builders are as strong as ever, delivering an increasingly sophisticated range of vessels and developing the country's reputation as a centre for custom-built yachts in particular.

Turkey emerged as an international yacht-building power in the 1990s, relatively late compared to other market leaders. Having produced only 23 24-metre-plus yachts in the 1980s (and just four in the 1970s), output grew more than sixfold between 1990 and 2000, to 150. The following decade, Turkey launched 241 superyachts, and the following decade, 210. As a result, the fleet – now totalling 800 vessels – is relatively young. Turkish shipyards account for 9.8 per cent of global new-build deliveries by length in yachts over 30 metres. They have "a particularly strong presence in the 30- to 70-metre segment," says Mehmet Ilter at Nebula Yacht. "At Nebula, we are currently building a 57-metre and a 64-metre yacht, both due for delivery in 2025 to 2026, and our order book reflects sustained demand from international clients."

The Turkish-built fleet has traditionally been led by sailing yachts, due to the predominance of gulets, traditional two- or three-masted wooden vessels. By mid-2025, however, there were 483 Turkish-made motor yachts and 317 sailing yachts. For historic reasons, semi-custom yachts are a relatively small proportion of the fleet (just over 30 per cent), but in recent years the country has developed as a leader in the full-custom segment, offering faster turnaround times and often better value than many competitors.

"Turkey offers a strong value-to-quality ratio

2025 Turkish Global Order Book overview

13.9%

TURKISH MARKET SHARE OF THE GLOBAL ORDER BOOK

PHOTOGRAPHY: KEREM SANLIMAN

6,410
TOTAL LOA (M)

43.9
AVG LOA (M)

146
PROJECTS

and high flexibility in full-custom projects," says Piraye Şahinkaya Orhun, yacht projects director at Ares Shipyard. "With 37 per cent of projects started on spec, delivery times are shorter, while finish and engineering standards are now recognised as on par with Europe's leading yards."

The 2025 Global Order Book (GOB) – published at the start of the year – showed a record 146 projects of 24 metres-plus in build or on order at Turkish yards, with a total length of 6,410 metres, up from 132 projects and 5,838 metres in the 2024 GOB, and a leap from 102 in 2023. The industry broke through the 100-project barrier that year, following a slowdown in 2019-2020, and the following year Turkey became the second-biggest superyacht builder in the world.

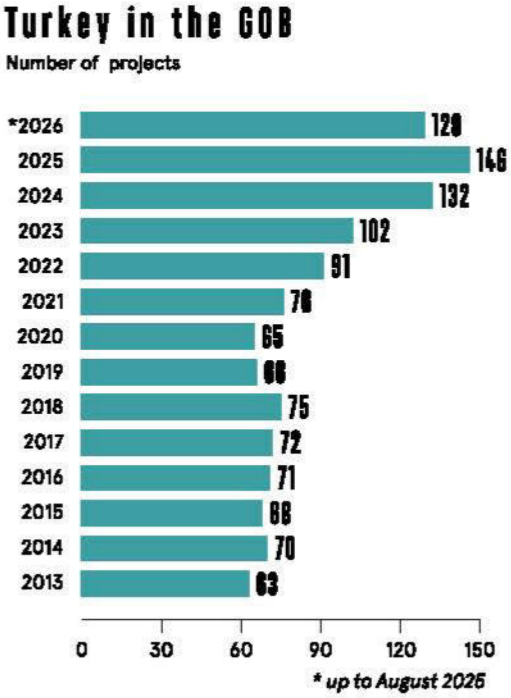
According to BOATPro, the current Turkish order book totals 129 yacht projects amounting to 5,889 metres, giving an average length of 45.7 metres. This indicates a cooling in demand that is not unexpected after the boom of recent years, but also reflects both the international economic climate and regional and domestic factors.

The International Monetary Fund expects global growth of just three per cent in 2025 and 3.1 per cent in 2026, effectively on a plateau from 2022, following a post-Covid-19 surge in 2021. The global economy has been becalmed by factors including sluggish growth in leading developed markets, geopolitical concerns and uncertainty over US tariffs – which could prove a significant drag on economic activity if fully implemented.

Turkish yacht builders, meanwhile, have had to contend with soaring inflation and the sharp depreciation of the Turkish lira in recent years, followed more recently by steeply rising interest rates. Inflation has run in double-digits for several years now, and peaked at over 80 per cent in October 2022. For a decade, the government and central bank (TCMB) ran a policy of keeping interest rates low, maintaining this approach even

TURKISH SHIPYARDS ACCOUNT FOR 9.8 PER CENT OF GLOBAL NEW-BUILD DELIVERIES BY LENGTH IN YACHTS OVER 30 METRES

>



Turkey in the GOB

Number of projects

** up to August 2025*

while inflation soared. This was dubbed an "unorthodox" form of monetary management, given that usually interest rates are increased to head off inflation. Indeed, the policy seems to have had a pro-cyclical effect, further stoking prices, while contributing to a precipitous decline in the lira, which lost 80 per cent of its value against the US dollar in the five years to early 2024.

Then, following the May 2023 election, re-elected President Recep Tayyip Erdoğan installed a new economic team and a new governor of the TCMB, which respectively re-adopted more orthodox policies and began hiking interest rates. Surging inflation has put pressure on yacht builders by raising the costs of materials and labour, but high interest rates also create issues by making it more expensive to borrow and service debt. Meanwhile, the weak lira makes imports more costly.

"High domestic rates make pre-financing and building on spec riskier without disciplined cash management," says Bengü Özdoğan, sales and marketing manager at Numarine.

While the new economic approach has been widely welcomed by the markets, Turkey is not out of the woods yet. Goldman Sachs expects inflation to come in at 26 per cent year-on-year in 2025, with "risks tilted to the upside" due to high credit growth. It expects this to complicate the TCMB's current policy easing cycle, with interest rates forecast to stand at 33 per cent by the end of the year, again with risks on the upside. And as the investment bank has noted, the lira is the only CEEMEA (Central & Eastern Europe, Middle East and Africa) currency that depreciated materially against the dollar in the first eight months of 2025, at a period in which the dollar has weakened significantly against most currencies.

TURKISH YACHT BUILDERS HAVE HAD TO CONTEND WITH SOARING INFLATION AND THE SHARP DEPRECIATION OF THE TURKISH LIRA IN RECENT YEARS

This will continue to put pressure on Turkish yards. "High inflation, currency volatility and interest rates have raised build costs by 25 to 30 per cent," says Şahinkaya Orhun. Tufan Avsar, founder of Tufan and Brothers, says that the fall of the lira has led to a rapid rise in labour costs in particular; combined with the wars in the Middle East and Ukraine, these have contributed to the slowdown in the industry observed in the GOB figures this year.

"Since labour represents roughly 50 per cent of the total cost of a new build, this escalation has pushed project budgets sharply upwards," he says. "As a result, the number of new construction projects has decreased visibly compared with the previous year. The increase in labour costs in lira has not been in line with the rise in exchange rates. While labour costs have increased by around 300 per cent, foreign currencies have only risen by about 100 per cent against the lira during the same period. As a result, when calculated in foreign currency, labour costs have risen significantly. As an example, in September 2023, an employee with a salary of TRY25,000 created a total cost of TRY35,000 to the shipyard, equivalent to €1,125. In September 2025, the same employee is earning a salary of TRY70,000. The total cost to the shipyard is now TRY125,000, which corresponds to €2,604 today. Within two years, the cost in euro terms has increased by 130 per cent."

As well as higher labour costs, Turkish yards report challenges in talent retention, as skilled workers can be lured to higher-income countries such as Italy and Germany; this in turn feeds into higher wage demands.

Nonetheless, the decline in the Turkish order book is in line with international trends, Avsar adds. The fall in the lira has driven up costs for Turkish builders, but this is offset to an extent by making Turkish exports as a whole cheaper for foreign buyers.

PHOTOGRAPHY: SILVANO PUPELLA; COURTESY ALIA YACHTS

Turkey's 2026 order book

yachts 24m+, as of August 2025

620
AVG GT

79,988
TOTAL GT

116
MOTOR

13
SAIL

70
SEMI-CUSTOM

66
ON SPEC

>

THE TURKISH-BUILT FLEET HAS TRADITIONALLY BEEN LED BY SAILING YACHTS, DUE TO THE PREDOMINANCE OF GULETS

Yards have responded to the complex macroeconomic situation with a range of strategies. Ares mitigates currency volatility and rising prices through pricing contracts in US dollars or euros, early procurement for long-lead projects and maintaining spec builds to ensure efficiency. Nebula, meanwhile, has expanded its in-house engineering capabilities to reduce reliance on external suppliers. Özdoğan says that yacht builders including Numarine have looked to lock in component prices and labour ahead of time, while using modular engineering to reduce design hours and further shorten lead times.

While inflation may have eroded some of Turkey's competitive advantages in cost terms, Turkish yacht builders have moved up the value chain, competing with world-leaders elsewhere on quality and service. This puts the Turkish industry on a more secure footing longer term, less vulnerable to currency and input price fluctuations; it also supports higher margins and enhances its position as a first-rank yacht-making country, building on its long-term strengths in craftsmanship and delivery. Turkish builders offer a wide range of build types, with strong capabilities in steel, aluminium and high-quality composites, but with a particular specialisation in the growing explorer segment, says Özdoğan.

"Turkish shipyards are moving beyond a 'value alternative' to become trusted custom partners for complex 45- to 70-metre projects," says Şahinkaya Orhun. "Faster delivery, class compliance and stronger branding are key to this transition."

While Italy dominates series builds, Turkey's strengths are in custom-made projects with faster delivery, she adds, noting that the medium-term growth of Turkey's order book compared with Italy's underlines the former's continuing competitiveness.

"Turkey's greatest advantage lies in its ability to deliver fully custom projects tailored to the client's needs," says Avsar. "Despite the challenges this capability continues to position Turkey as a major player in the global yacht-building sector. Over the past two decades, the steady increase in yacht sizes has strengthened the accumulated know-how and ensured high standards of quality. While European yards often

PHOTOGRAPHY: KEREM SANLIMAN; ERAY ALTAY; JEFF BROWN/BREED MEDIA; GUILLAUME PLISSON; SAIM KAAN YILMAZ

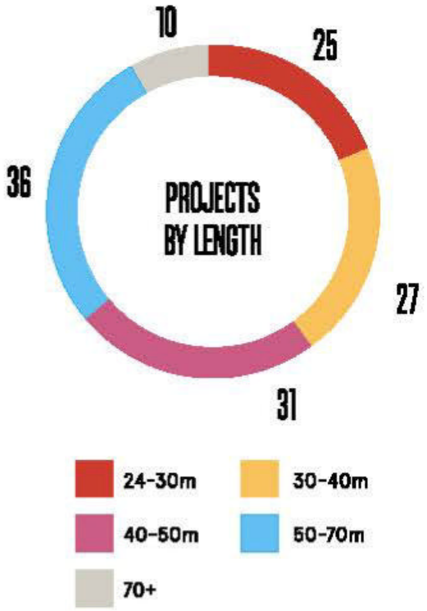
From top: 36m Alia Yachts support vessel Phi Phantom; 39m SES Yachts Grace III; 27m Alia Yachts Atlantico; 80m Bilgin Yachts Leona; 47m Dunya Yachts King Benji; 24m Vision F E-Cat 80 multihull

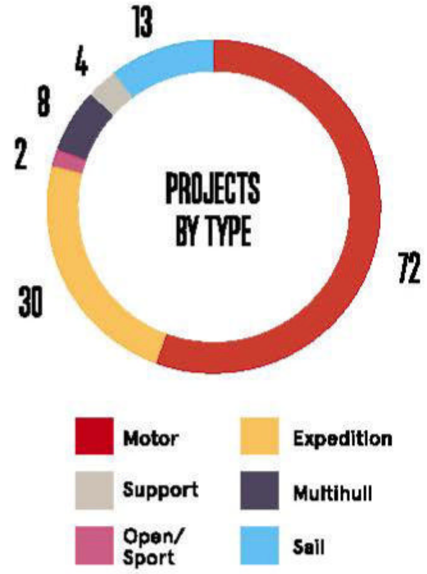
Turkey's 2026 order book

yachts 24m+, as of August 2025

129

Projects with a total LOA of 5,889m





>

Alia Yachts delivered the 53m full-custom yacht Limerence *in January 2025*

Turkey's 24m+ fleet delivered

YACHTS	TOTAL LOA (M)	AVG LOA (M)	TOTAL GT	AVG GT
800	28,011	35	202,273	253

PHOTOGRAPHY: OURTESY OF ALIA YACHTS

483 MOTOR

317 SAIL

242 SEMI-CUSTOM

16.2 AVG AGE

"TURKEY'S GREATEST ADVANTAGE LIES IN ITS ABILITY TO DELIVER FULL-CUSTOM PROJECTS TAILORED TO THE CLIENT'S NEEDS"

charge extremely high premiums once they move away from their own standard models, Turkish shipyards remain competitive and attractive to clients seeking bespoke solutions."

Fatih Kapucu, sales and marketing director at SES Yachts, says that Turkish builders are strongly placed to take the lead in areas of growing interest to buyers, including innovative design and sustainable technology. SES has a 42-metre hybrid motor yacht currently under construction that exemplifies these trends, and the company is investing in R&D into green technology and hybrid propulsion systems to integrate into future projects. Kapucu says that Turkey's leadership in custom-built projects at competitive prices puts it at an advantage in an era in which clients are increasingly seeking unique products, "not just in design, but in the whole build experience".

Ongoing investments in the sector underline yacht builders' confidence in long-term demand for Turkish-built vessels. Nebula is developing a new yard in the Antalya Free Zone with one of the region's largest Syncrolift systems for ship handling, with the aim of simultaneously delivering multiple yachts in the 50- to 70-metre range. International yacht builders including Damen Yachting and The Italian Sea Group have also been drawn to invest in Turkey, in Antalya and Yalova respectively, capitalising on the country's competitive advantages.

"With continued investment in infrastructure, talent and innovation, Turkey has the potential to further increase its market share in the coming years," says Ilter.

As of the third quarter 2025, inflation, high interest rates and continuing lira weakness remain the reality in Turkey, putting continued pressure on the supply side for Turkish builders. Yet across the industry, there is confidence that the country's strengths in craftsmanship, ability to deliver and adaptability will endure and maintain the country's hard-won position as one of the world's top-two yacht manufacturers by total length produced.

"The base case is for a measured, healthier market than the 2021-22 spike," says Özdoğan. "Turkey should hold its strong number two position, with explorers leading the charge." ◻

ITINERARY 1: CULTURE

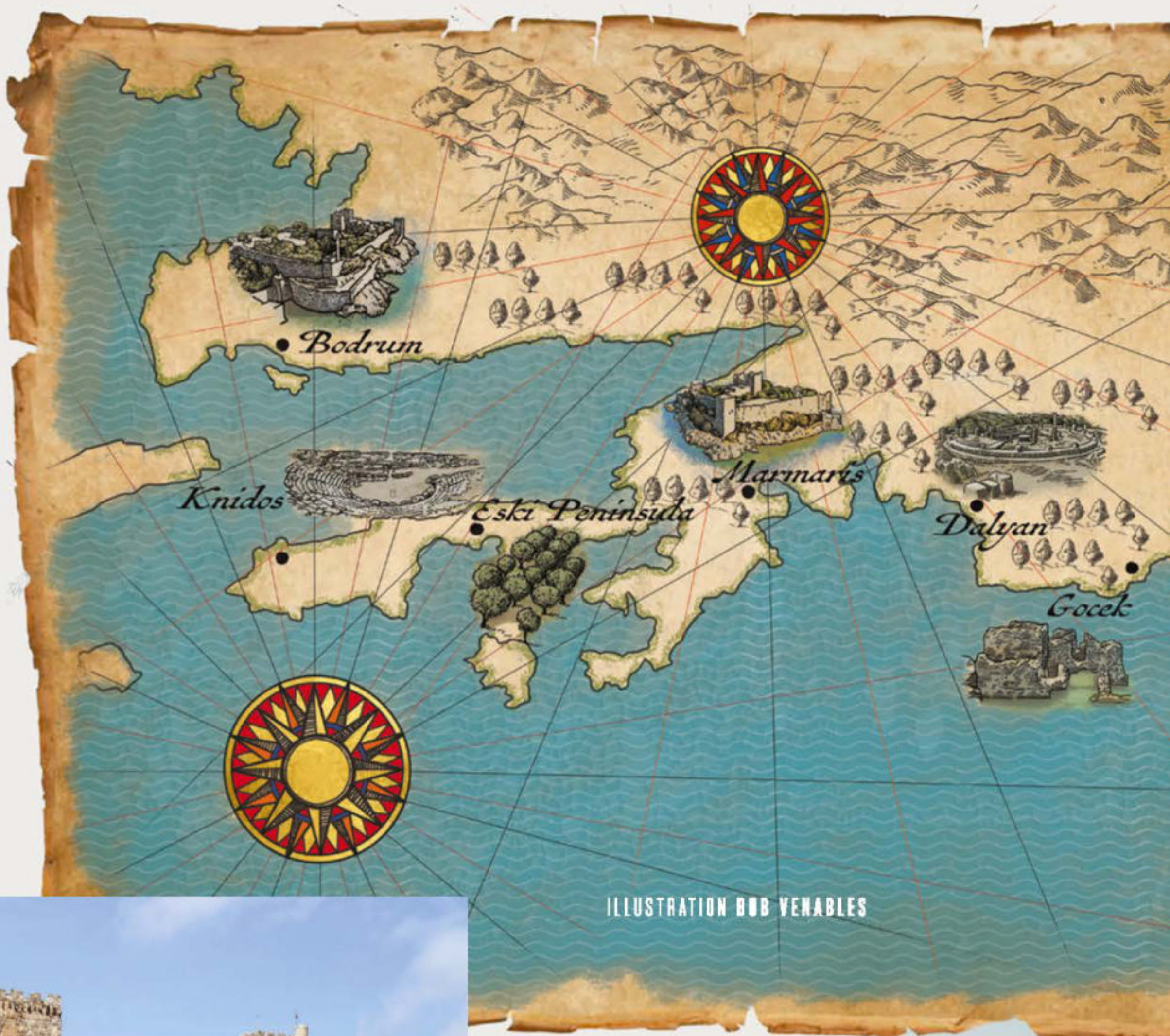


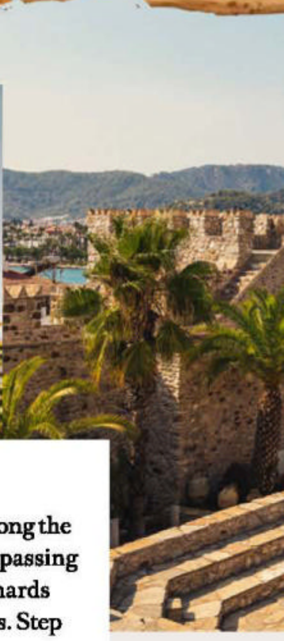
ILLUSTRATION BOB VENABLES

DAY ONE

Meet the yacht in Bodrum, gateway to Turkey's Aegean coast. After the crew welcome you on board, head back to shore to wander the medieval Castle of St Peter. Dinner ashore in a waterfront meyhane (Turkish taverna) sets the tone for a week of history and discovery.

DAY TWO

Cruise 40 nautical miles to the ruined city of Knidos, once a thriving Dorian settlement. Wander through temples, amphitheatres and mosaics overlooking two natural harbours. After exploring the archaeological site, return to the yacht for a sunset swim and dinner at anchor with the ancient ruins as a backdrop.

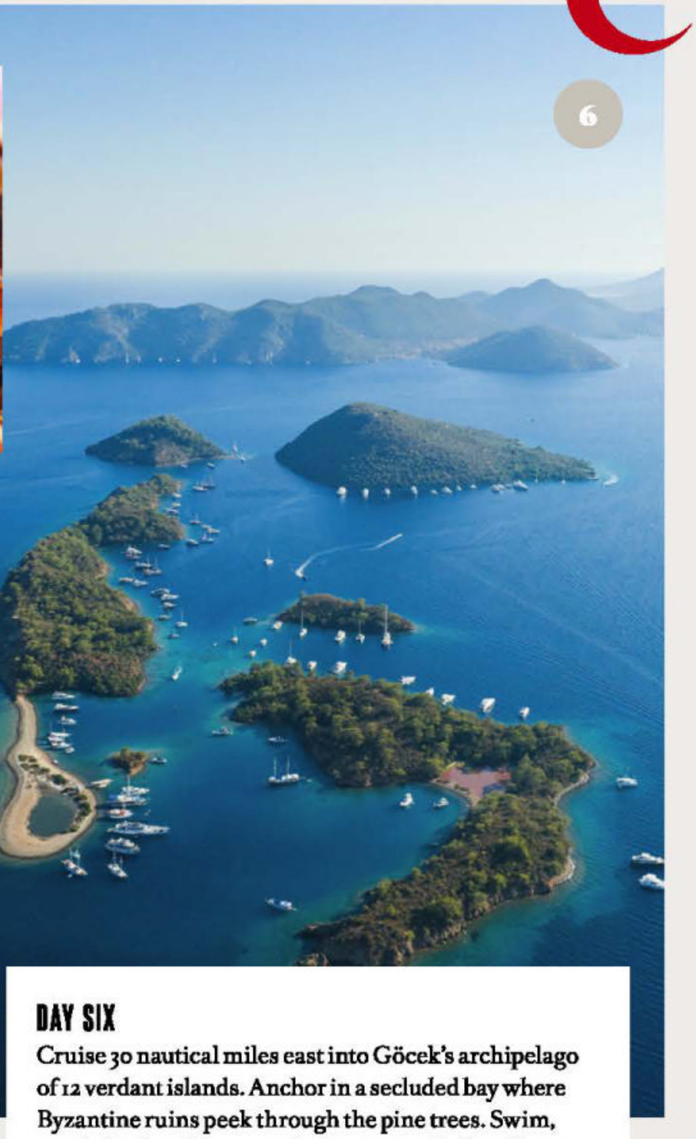


DAY THREE

In the morning, cruise along the rugged Datça Peninsula, passing olive groves, almond orchards and whitewashed villages. Step ashore in Eski Datça to browse cobbled lanes and sample local honey. Spend the afternoon anchored in a hidden cove, enjoying watersports before a candlelit dinner on deck.

DAY SEVEN

Conclude the voyage in Fethiye. Climb to the imposing Lycian rock-cut tombs of Amyntas for sweeping views, then wander the old bazaar for spices and silks. Disembark with a final Turkish breakfast of gözleme, olives and fresh bread served al fresco on the yacht's aft deck.

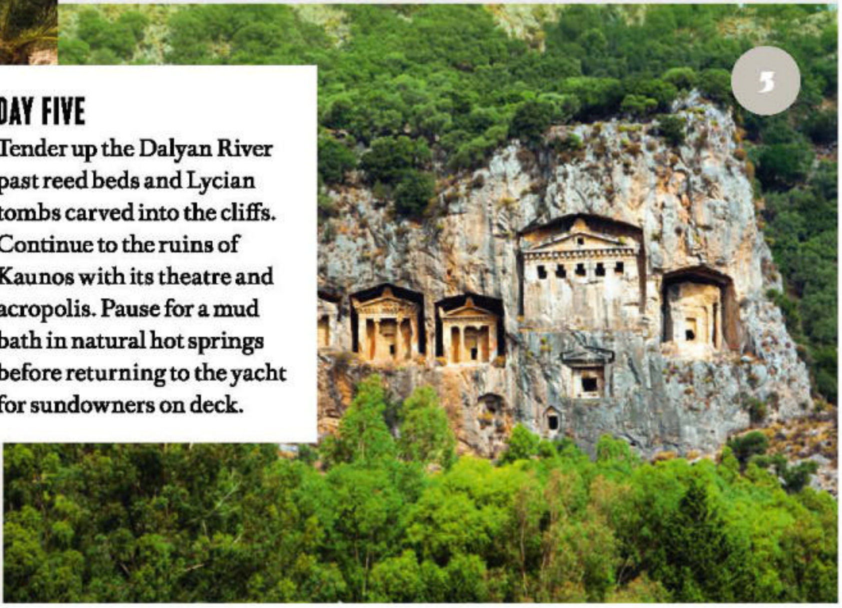


DAY SIX

Cruise 30 nautical miles east into Göcek's archipelago of 12 verdant islands. Anchor in a secluded bay where Byzantine ruins peek through the pine trees. Swim, snorkel or kayak in crystal-clear waters before dinner on deck, accompanied by local wines and uninterrupted views of the surrounding Taurus Mountains.

DAY FOUR

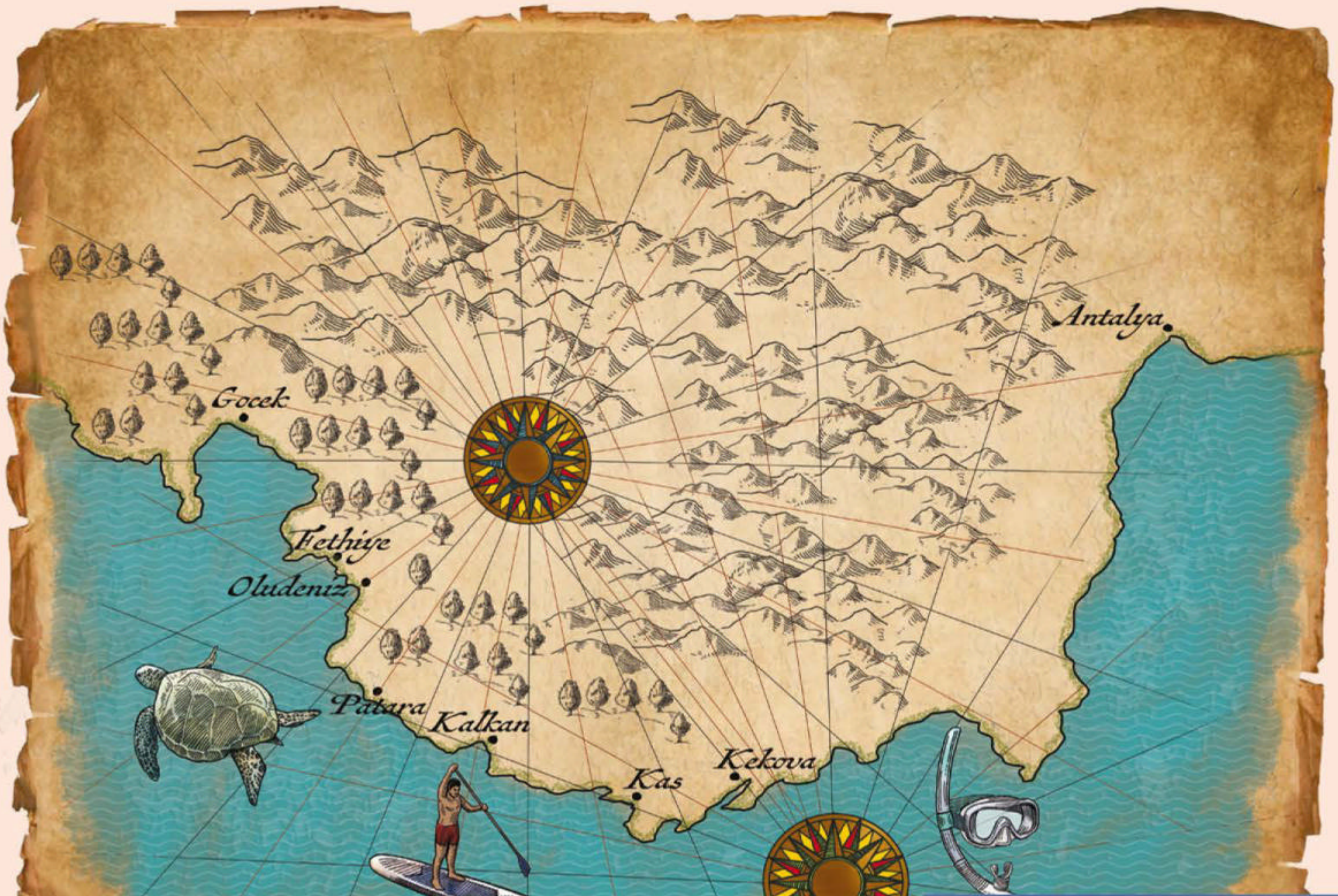
Awake after an 40-nautical-mile overnight cruise in Marmaris, a vibrant town framed by pine forests. Visit Marmaris Castle, built by the Ottomans on older Carian foundations, and browse its bustling bazaar. Choose Ottoman-inspired dining in the Old Quarter for dinner.



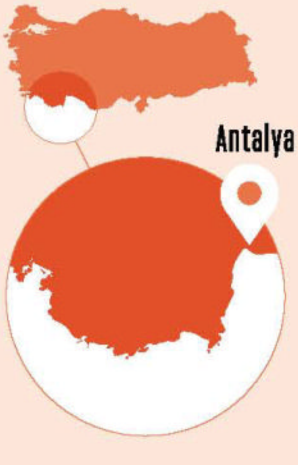
DAY FIVE

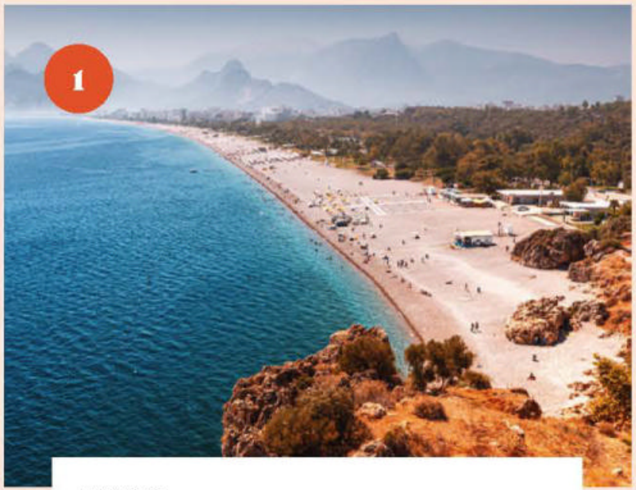
Tender up the Dalyan River past reed beds and Lycian tombs carved into the cliffs. Continue to the ruins of Kaunos with its theatre and acropolis. Pause for a mud bath in natural hot springs before returning to the yacht for sundowners on deck.

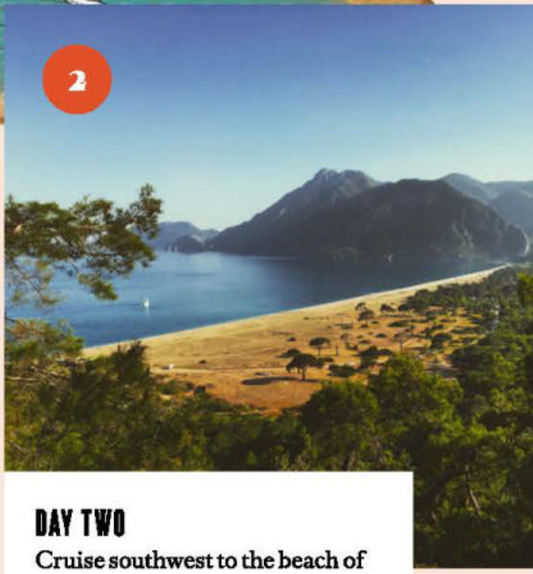
PHOTOGRAPHY: GETTY IMAGES; ADOBE STOCK; SHUTTERSTOCK



ITINERARY 2: BEACHES





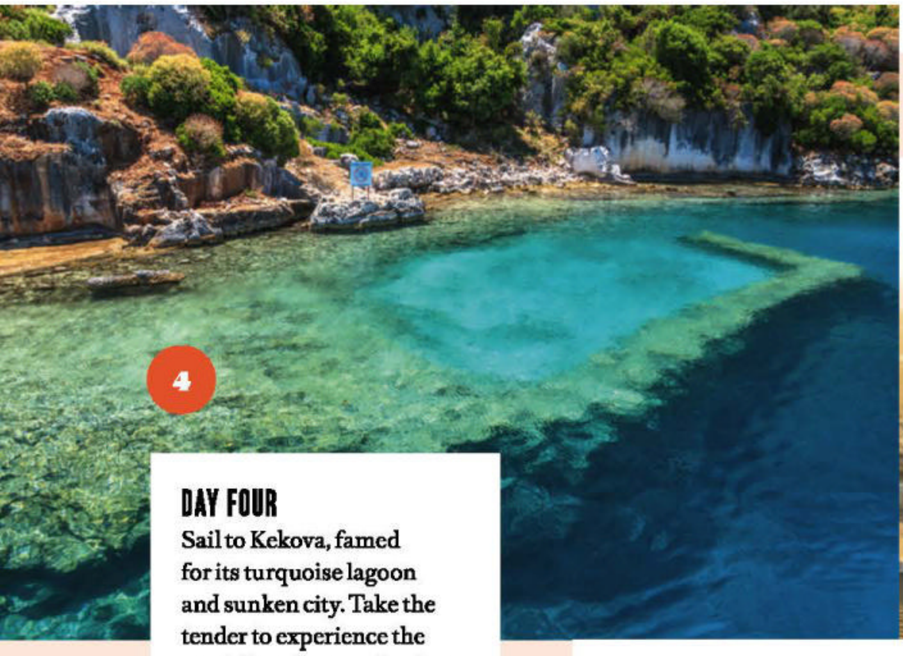


DAY ONE

Meet the yacht in Antalya, where golden sands stretch along the Gulf. Spend your first afternoon anchored off Konyaaltı Beach, framed by the Taurus Mountains. Swim straight from the yacht before a sunset cruise 10 nautical miles along the coast, dining on deck as the city lights fade into the distance.

DAY TWO

Cruise southwest to the beach of Çıralı, backed by pine forests and the ruins of ancient Olympos. Spend the day swimming, paddleboarding and strolling the sand. Enjoy a beach barbecue for lunch. By night, tender ashore to witness the Chimera flames – natural methane gas escaping the earth – that have burned for thousands of years.

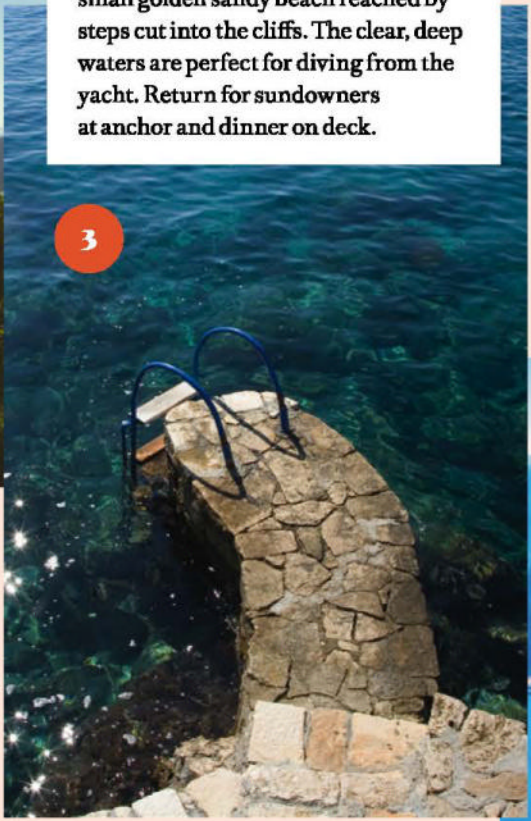


DAY FOUR

Sail to Kekova, famed for its turquoise lagoon and sunken city. Take the tender to experience the partially submerged ruins and explore hidden coves. Anchor at Tersane Bay, with its sheltered beach, and enjoy a relaxed evening on deck in one of Turkey's most idyllic anchorages.

DAY FIVE

Cruise west to Patara, Turkey's longest beach at 18 kilometres. Step ashore to wander the endless dunes where loggerhead turtles nest. Swim in rolling surf before retreating to the yacht for a barbecue lunch. Evening is spent anchored off the sands, with silence broken only by the sea.



DAY THREE

Anchor in front of Kaş, where rugged headlands conceal pristine coves. Spend the day in Kaputaş Beach, a small golden sandy beach reached by steps cut into the cliffs. The clear, deep waters are perfect for diving from the yacht. Return for sundowners at anchor and dinner on deck.

DAY SIX

Head to the striking gorge of Butterfly Valley, accessible only by boat. Anchor in turquoise water beneath towering cliffs, then swim ashore to wander through the valley's trails. Snorkel with the bright fish beneath the cliffs and relax in the warm shallows. Overnight at anchor beneath a brilliant canopy of stars.

DAY SEVEN

Finish at Turkey's most famous beach: the blue lagoon of Ölüdeniz. Spend the day swimming and paddleboarding in calm waters, or watch paragliders glide from nearby Babadağ Mountain. Disembark in Fethiye after a final breakfast on deck.

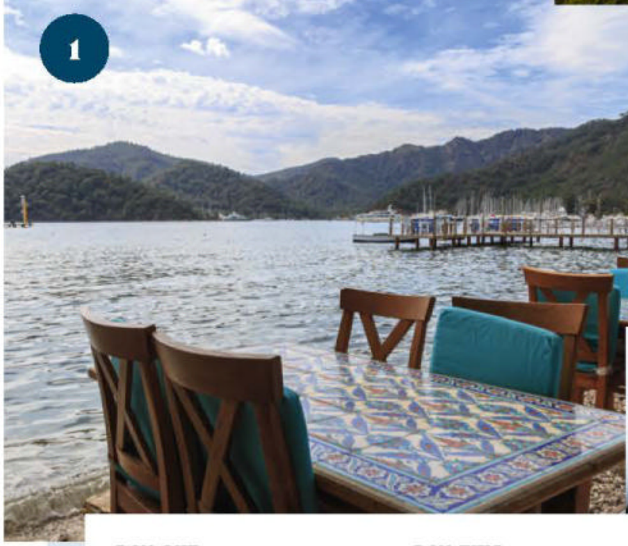
PHOTOGRAPHY: GETTY IMAGES

>

ITINERARY 3: GOURMET

DAY THREE

Anchor at the lagoon of Ölüdeniz, a 17-nautical-mile cruise south around the peninsula. For lunch, head inland to the ghost village of Kayaköy, where Levissi Garden serves meze among stone ruins. Return for a swim before cocktails at Buzz Beach Bar, a lively beachfront sundowner spot, and then dinner on board.

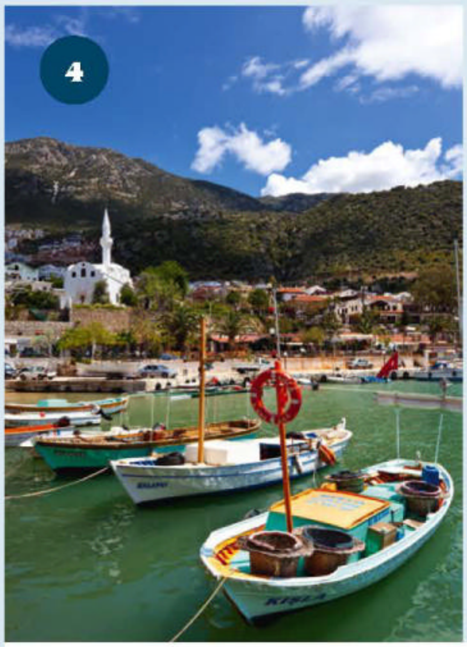


DAY ONE

Embark at Göcek, the chic marina town with a growing dining scene. Begin at Daidala, the fine-dining restaurant at D-Resort Göcek, serving reimagined Anatolian flavours with Aegean wines. Return to the yacht for a nightcap beneath Taurus Mountain stars.

DAY TWO

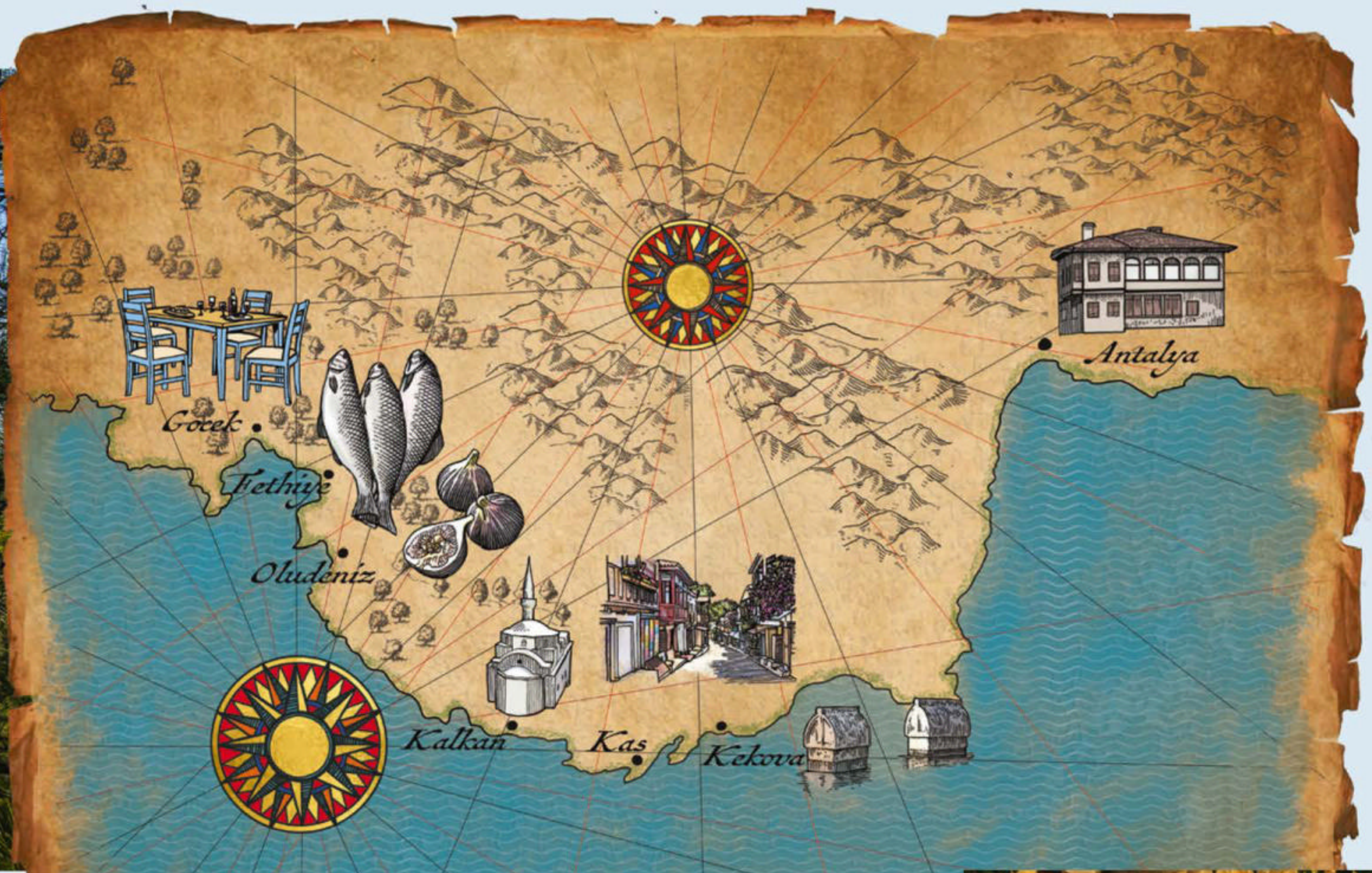
Cruise 10 nautical miles east to Fethiye, where the yacht's tender whisks you ashore for lunch at Mori Restaurant. Explore the fish market, where diners pick their catch and hand it to nearby restaurants. Dine ashore at Girida Port, famed for octopus salad and sea bass.

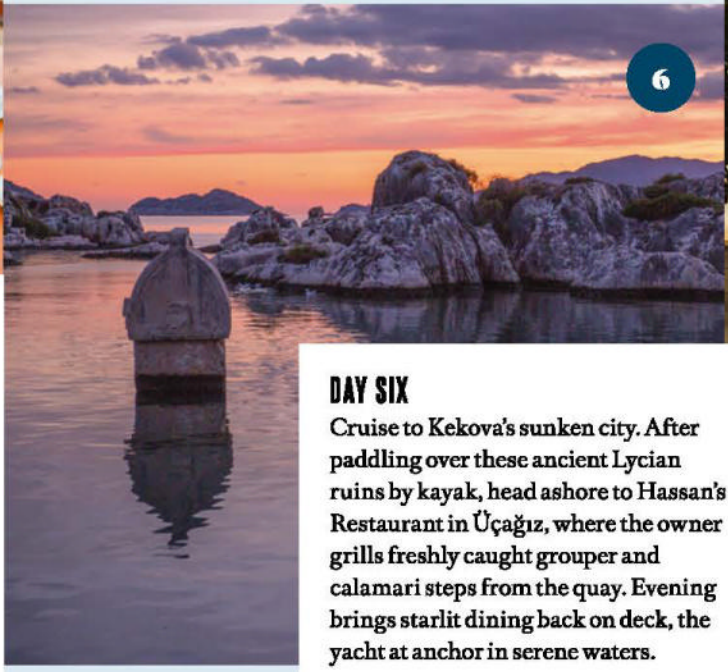


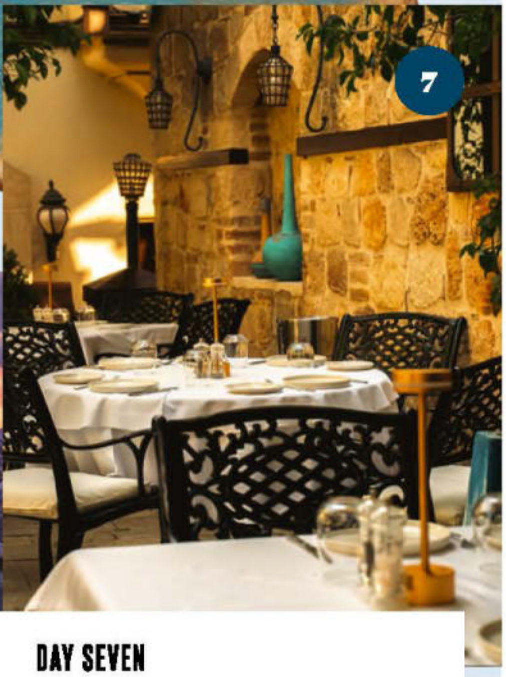
DAY FOUR

Sail east to Kalkan, a harbour town with rooftop dining. Dinner at Mussaka offers slow-cooked lamb shanks with harbour views. Afterwards, enjoy cocktails at Botanik Garden Bar, a bohemian hideaway filled with fairy lights, reggae beats and citrus trees. Overnight at anchor.

PHOTOGRAPHY: GETTY IMAGES







DAY FIVE

Arrive in Kaş, known for chic boutiques and alfresco dining. Stop at Natur-el for handmade ravioli with sage butter, then graze on meze at Bahçe Balık overlooking the harbour. As night falls, wander to Echo Bar, where live jazz and blues carry on until late.

DAY SIX

Cruise to Kekova's sunken city. After paddling over these ancient Lycian ruins by kayak, head ashore to Hassan's Restaurant in Üçağız, where the owner grills freshly caught grouper and calamari steps from the quay. Evening brings starlit dining back on deck, the yacht at anchor in serene waters.

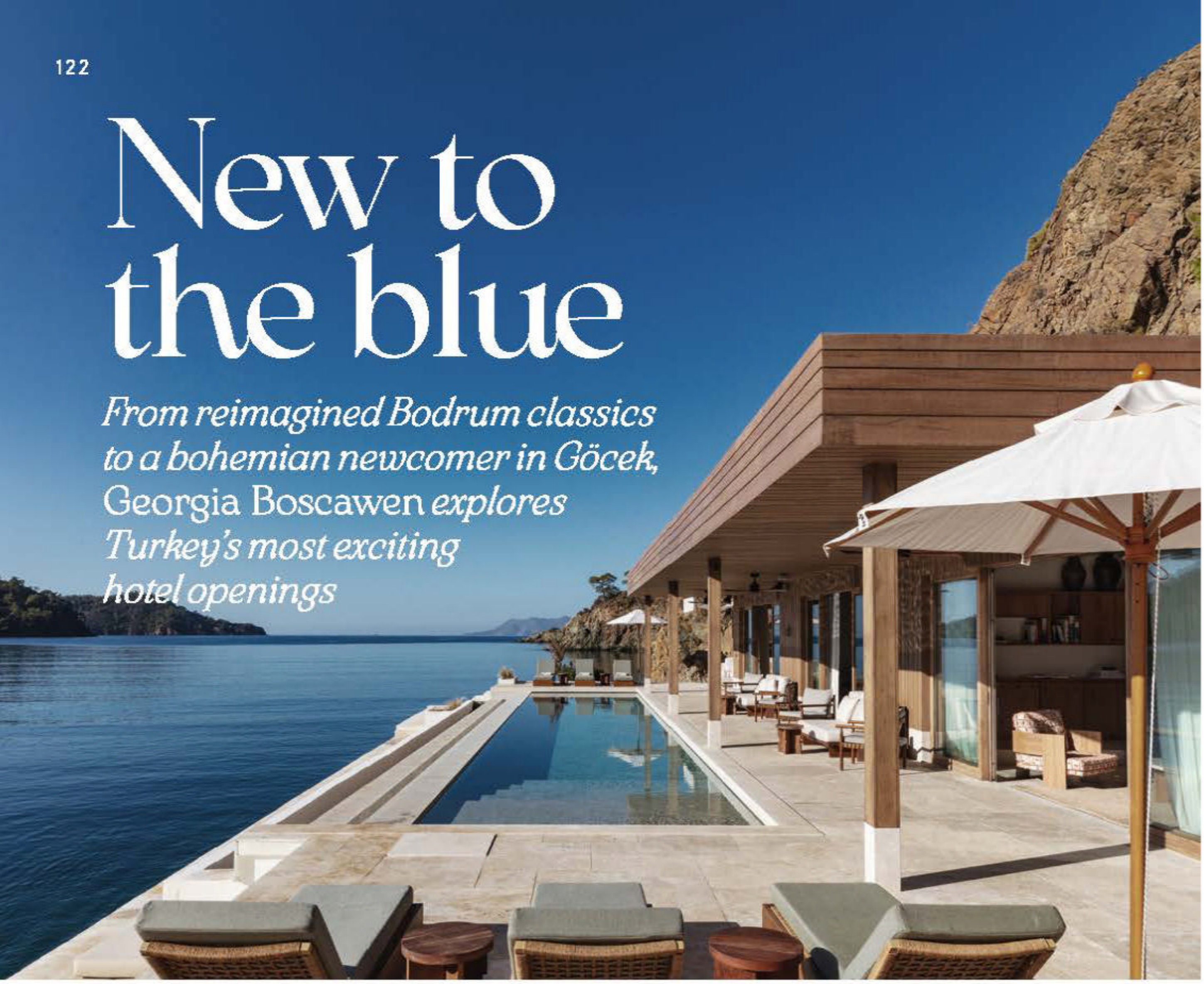
DAY SEVEN

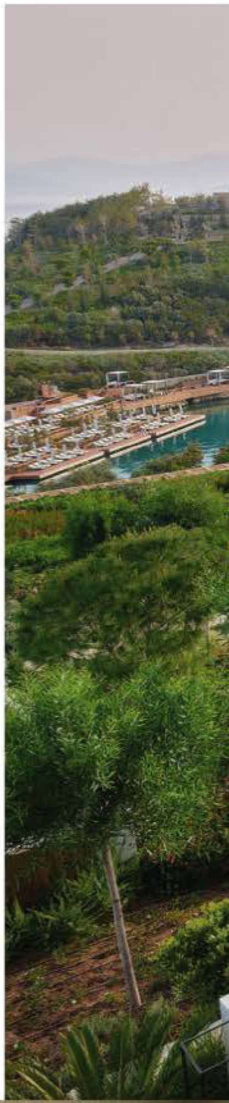
Conclude in Antalya's old town, Kaleiçi, where Ottoman mansions shelter boutique restaurants. Enjoy a farewell dinner at Seraser Fine Dining, set in a 300-year-old stone house with an inventive Turkish-Mediterranean menu, then disembark the following morning.

>

New to the blue

From reimagined Bodrum classics to a bohemian newcomer in Göcek, Georgia Boscawen *explores Turkey's most exciting hotel openings*





Ahãma, Günlüklü Bay

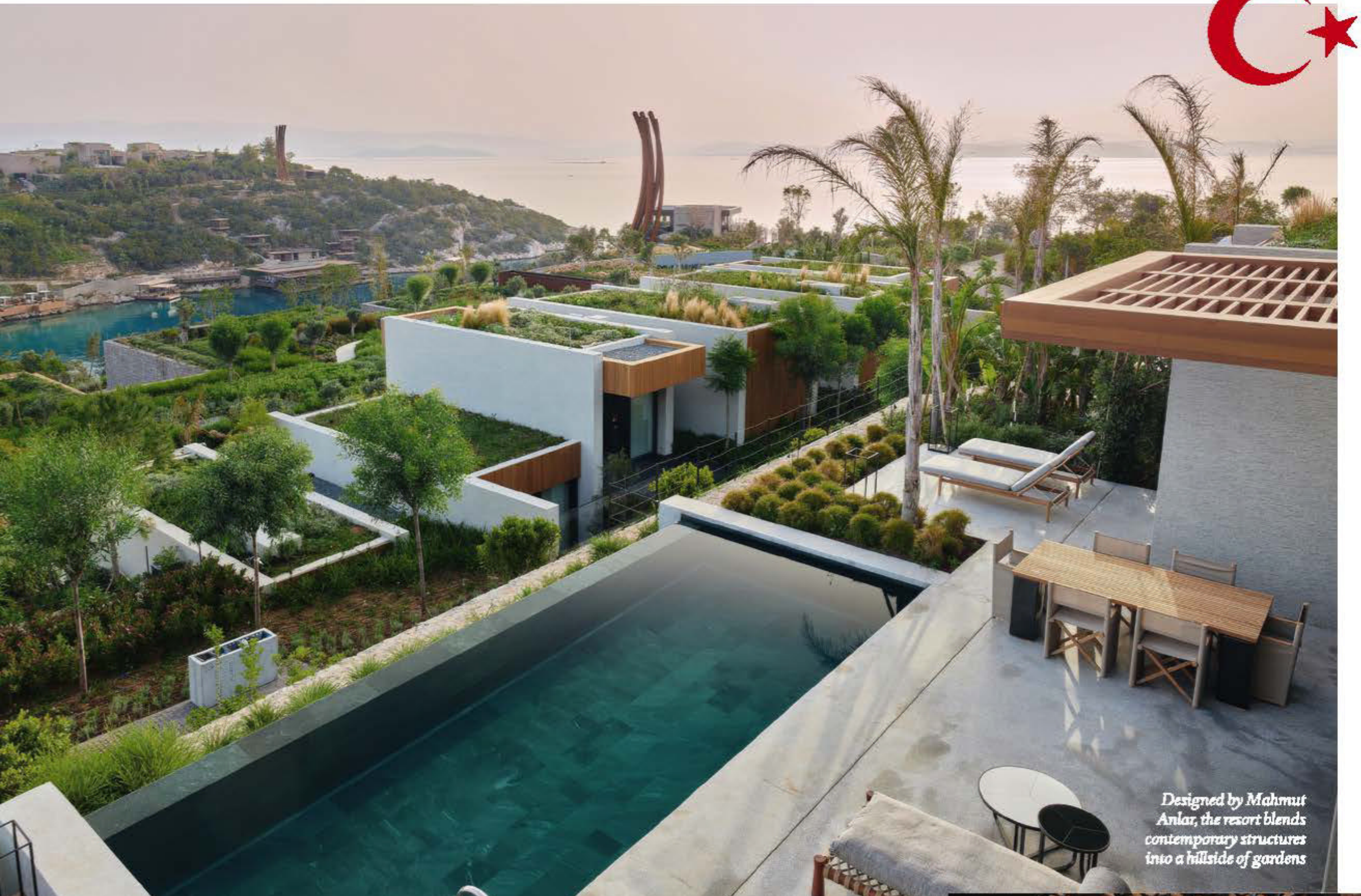
Tucked into a pine-fringed stretch of coastline near Göcek, Ahãma is one of the Turkish Riviera's most intriguing new arrivals. Following a soft opening in late 2024, this little hideaway fully launched this year, rooted in minimalism, gastronomy and wellness.

Architecturally, Ahãma blends Lycian heritage with Japanese restraint, using raw stone, wood and clay to create a meditative atmosphere. Guest houses and cabanas are dispersed across the bay. Pared-back design encourages guests to slow down and tune into the rhythms of land and sea. Pathways lead to quiet decks for sunrise yoga, open-fire kitchens and the striking Sound Temple, where sound-healing rituals, gong baths and elemental therapies are held.

Dining is central to the experience: chefs cook over flame, drawing inspiration from Anatolian and Mediterranean traditions, with menus built around seasonal produce, freshly caught fish and foraged herbs. Meals centred around sharing are designed to foster a sense of connection, while the wine cellar highlights Turkish vineyards alongside natural producers from further away.

A holistic wellness programme including visiting practitioners mixes traditional spa treatments with meditation and breathwork. The result is a resort that feels deeply connected to its surroundings. *ahamaliving.com*

In addition to guest houses and cabanas, Ahãma offers a private villa (above and top) with butler service



Designed by Mahmut Anlar, the resort blends contemporary structures into a hillside of gardens

Maxx Royal Bodrum Resort

Sprawling across 11 hectares of a natural cove on the peninsula's northern shores, Maxx Royal Bodrum is one of the Turkish Riviera's most ambitious openings. First unveiled in spring 2024, the hotel has remained in the spotlight for 2025.

Sustainably built to LEED Gold standards, the property houses an all-suite and villa collection with terraces, private pools and interiors by Geo_ID showcasing stone, marble, hand-glazed tiles and artisanal rugs. At the top end, the Presidential Villa offers five bedrooms, a seawater pool, hammam, sauna, spa pool and private gym.

The Maxx has also opened with an impressive wellness offering spanning 4,500 square metres and featuring Biologique Recherche and Swiss Perfection treatments.

With a line-up of globally renowned names including Spago by Wolfgang Puck, Caviar Kaspia and ORO by Alfredo Russo, dining is a core pillar of the hotel's ethos too.

Years in the making, Maxx is a place where you can continue to be entertained – there's even art and culture woven into the resort through sculptures by Bernar Venet and immersive digital works by Refik Anadol. *maxxroyal.com*

PHOTOGRAPHY: MARK LUSCOMBE-WHYTE; FEVZI ONDU

>

Aliée Istanbul

Istanbul's Tersane district, once an Ottoman shipyard, has been reimagined with the arrival of Aliée, a new hotel from Paris Society. Opened earlier this year, the hotel sets a bold tone for the city's next chapter.

The 122 rooms are layered with bespoke detailing: velvet headboards with Ottoman motifs, handwoven Turkish rugs and arched windows that frame the Golden Horn. At the heart of Aliée is Mondaine de Pariso, an all-day dining and nightlife concept that combines Michelin-level gastronomy with theatrical flair. Here, dinner often slips into dancing, with DJs and performers transforming the space into one of Istanbul's hottest after-dark destinations. The Aliée Well+ Spa is its counterpoint – a world of hammams, saunas and biohacking-led treatments designed for those who want both indulgence and to reset.

The hotel's position in Tersane, a district undergoing a cultural revival, means galleries, design ateliers and performance spaces are within walking distance. *alieeistanbul.com*

Rooms at Aliée are a marriage of historic stone walls and contemporary design

Miori by the Sea, Göcek

July 2025 saw the launch of this stylish new property set directly on Göcek's spectacular Bedri Rahmi Bay. Centred around its headline Riva Lounge, a stylish over-water bar and restaurant, Miori positions itself as a true Turkish gastro-destination, where good food sets the tone.

By day, it's an eco-chic escape with sunbeds and cocktails, but by night the Riva Lounge comes alive with music, inventive menus and an intimate buzz. The design blends natural textures, warm lighting and fluid indoor-outdoor spaces that flow out to the marina. The hotel feels as much a gathering spot as a retreat. Miori is set away from the region's larger resorts, which helps to elevate the sense of intimacy the property hopes to capture. *miorigocek.com*

Food is central to Miori's identity as a gastro-destination

PHOTOGRAPHY: EMRE EVEGI; FEVZI ONDU

R A F A L E

80m / 265ft

TURQUOISE
YACHTS

In collaboration with

H2
Yacht Design

turquoiseyachts.com

A boutique adults-only hotel, OKO Bodrum offers a spa, three restaurants and a private jetty for boat access

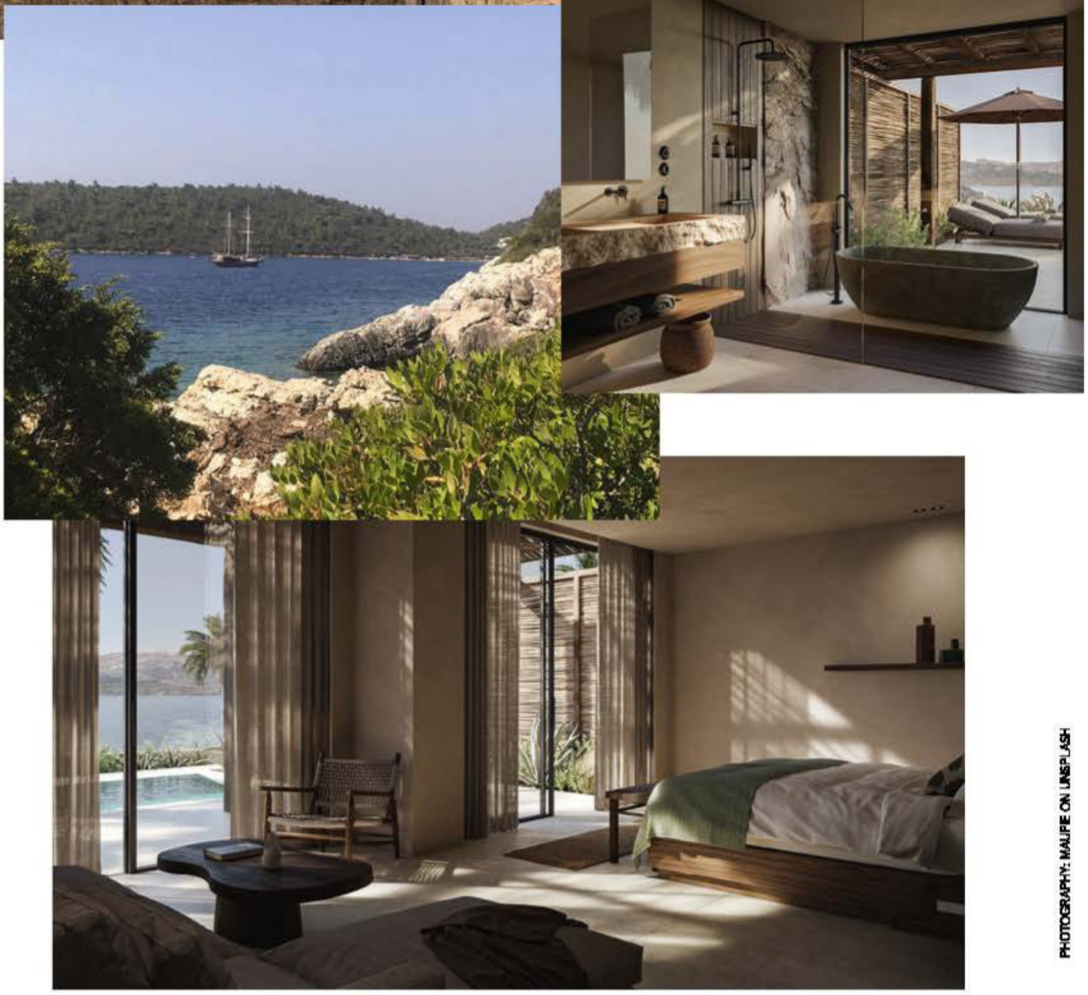
OKU Bodrum

New for summer 2025, OKU Bodrum is set to be one of the season's most talked-about openings. Sitting quietly on the peninsula's northern shore, this adults-only retreat has 58 rooms and suites with private plunge pools and terraces from which guests can slip directly into the water.

The design is true to OKU's aesthetic, pared-back and tactile. Natural stone walls, handwoven rugs and timber shutters create the signature bohemian but sophisticated atmosphere. The palette draws on Bodrum's coastal landscape, with sandy neutrals punctuated with deep-sea blues and sun-bleached wood.

Dining follows the same philosophy: seasonal menus that spotlight Turkish produce with global flair, served in open-air settings that shift mood from day to night. Cocktails and sharing plates at the jetty bar set the scene for barefoot evenings by the water, while a more refined restaurant offers a fresh take on Aegean cuisine.

Wellness is a defining thread, with a serene spa, yoga deck and treatment cabanas overlooking the sea. Guests can spend the day drifting between hammam rituals, meditation sessions and lazy hours on the private jetty before heading out to explore Bodrum. *okuhotels.com*



PHOTOGRAPHY: MAUFE ON UNSPLASH

LIFE **UNINTERRUPTED**

SIRENA
Superyachts

35M | **42M** | 50M

SIRENA MARINE

www.sirenayachts.com

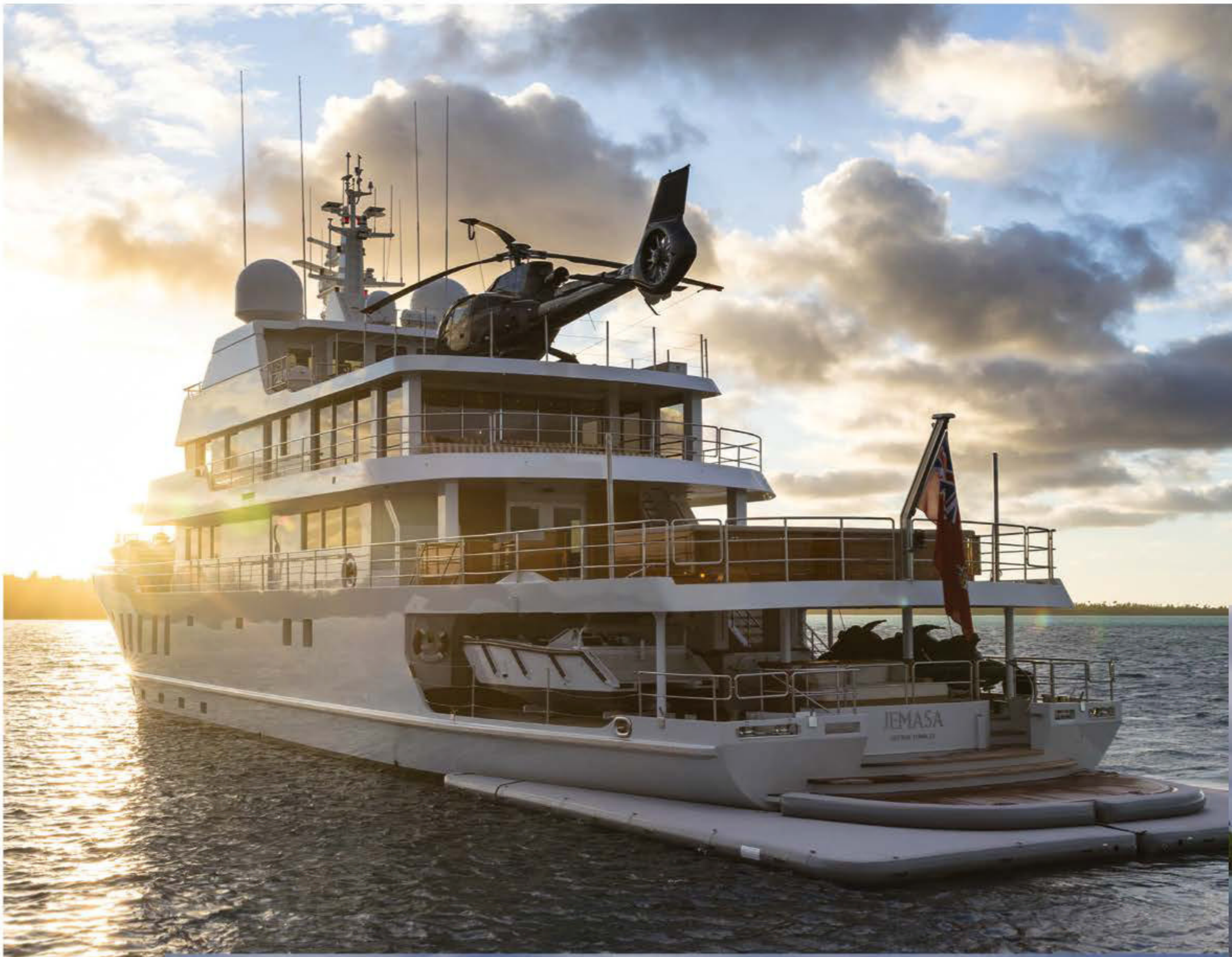
IMO 1007914

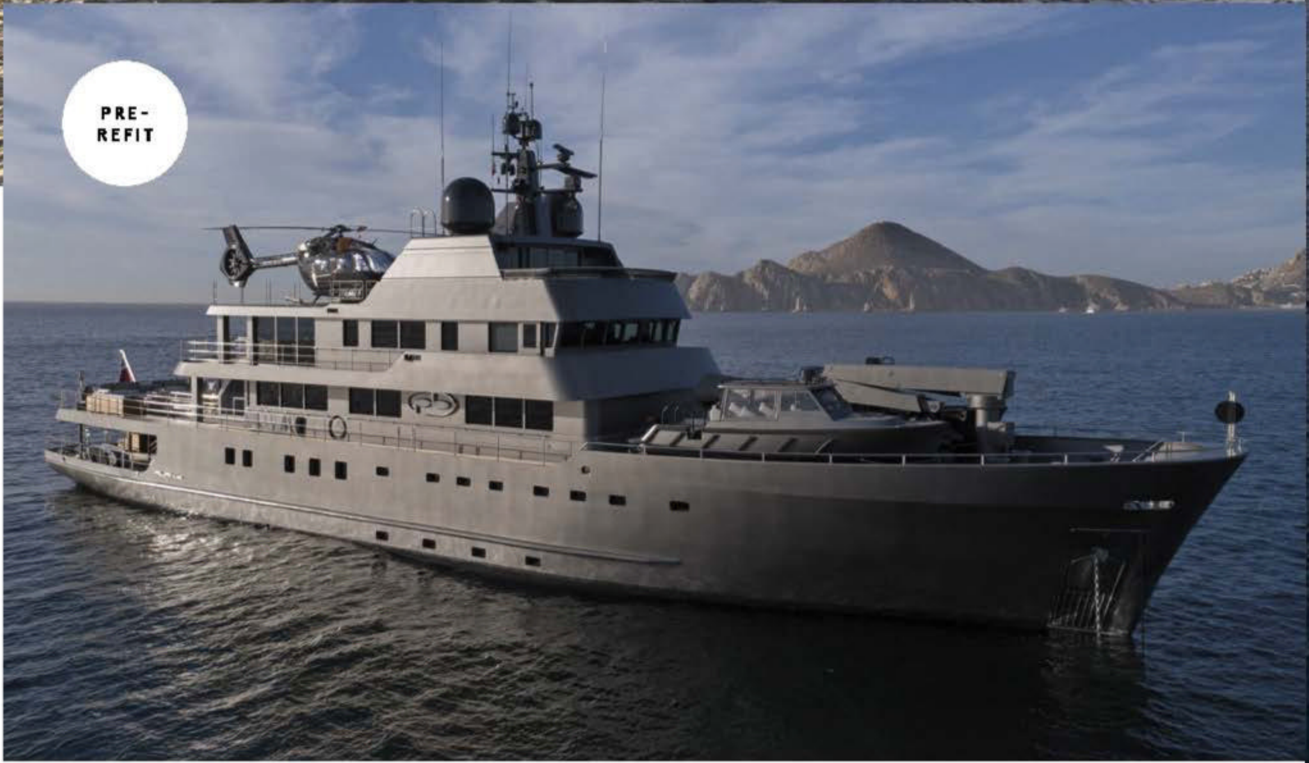
GOLD

PHOTOGRAPHY JEFF BROWN/BREED MEDIA

RUSH

When an experienced owner opted for the speed of a refit over the wait for a new build, they threw down the gauntlet to Australia's Gold Coast marine industry. The resulting 52-metre JeMaSa *proves they chose wisely, says* Charlotte Thomas





In a 13-month refit at The Boat Works in Queensland, Australia, Plan B *(right) was brightened up inside and out and transformed into the newest* JeMaSa

D

Destiny, serendipity, or just coincidence? We may have our own beliefs in what underlies seemingly entangled events, but when it comes to the story of 50-metre *Plan B* and her evolution into 52-metre *JeMaSa*, launched from Australia's Gold Coast in June 2025 after a whirlwind 15-month refit, it's hard not to feel there's some greater force at work.

Consider the backstory. *Plan B* started life in 1973 as Australian naval ship HMAS *Matthew Flinders*, a hydrographic survey vessel. She was decommissioned in 1998, bought and repurposed as a yacht, undergoing various conversion works before being picked up in 2005 by a new owner and shipped to Atlantic Drydock in Jacksonville, US. There, she was transformed into *Plan B*, launching in 2007 as a sturdy, ocean-going adventure yacht that quickly racked up the world-girdling miles.

In a parallel timeline, Juan Koegelenberg was serving as the build captain of a 50-metre Hakvoort when the original owner sold it. The new owner kept Koegelenberg on, and in 2005, just as *Plan B* was heading into dry dock, the original *JeMaSa* – named after the new owner's children – was launched. In 2007, as *Plan B* was starting her new life, *JeMaSa*'s owner added 63.4-metre *SuRi* as a support vessel. Six years and a couple of circumnavigations later, he sold *JeMaSa* and kept *SuRi* as the family yacht, also building its reputation as a top-flight adventure charter vessel.

Fast forward another decade or so, and after considering downsizing to a new build, *SuRi*'s owner had a change of heart – a refit would be quicker, and his broker, Will Christie of Christie Yachts, introduced him to *Plan B*. She was just what they were looking for: proven, sturdy and capable of cruising exactly where the owner and his family preferred to spend their time.

"After he parted with *SuRi*, we were going to build a catamaran in Australia, but to save time he decided instead to go down the refit route," begins Koegelenberg. "We flew out to see *Plan B* and I was

>

impressed; the steel hull was in extremely good condition and she had been well maintained, and that meant she was a good platform. The owner and his family like cruising more remote regions. We always try to search for really good dive areas and remote beaches where people can just have a great holiday and not be seen, and this vessel was the perfect canvas for that."

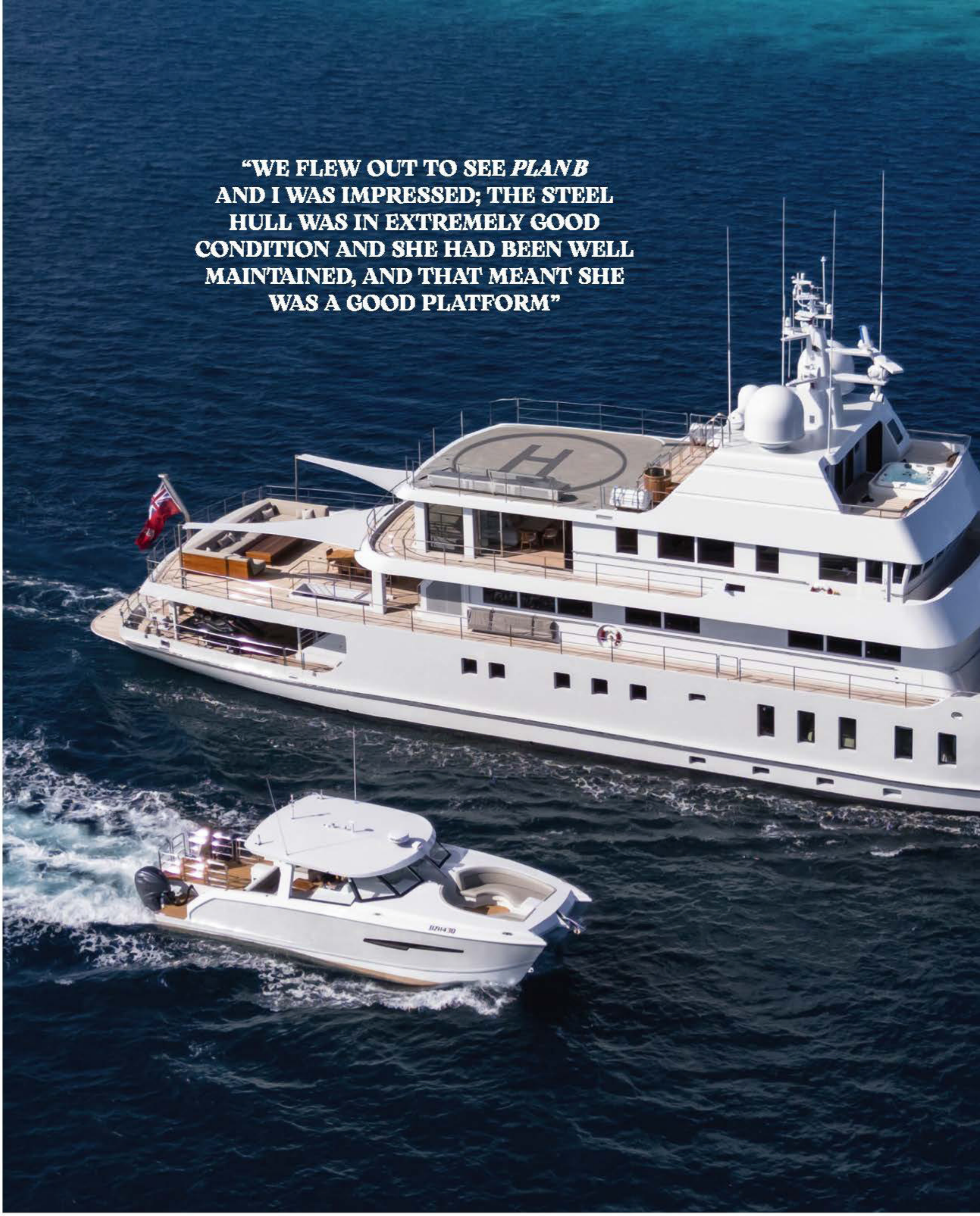
Plan B's dark exterior paint scheme matched a relatively dark interior, and the initial idea was for a straightforward facelift. "The plan was to get a painter into the interior and make it light, put in new carpets and soft furnishings, and get the boat out ASAP," says Koegelenberg. "But that turned into taking the vessel apart - stripping her back to bare metal in all the guest areas, saloons and cabins. Basically, we started over - and from start to finish, we had 15 months to do it."

The refit was undertaken in-water at Gold Coast City Marina and The Boat Works on Australia's east coast, south of Brisbane. The Boat Works had recently unveiled covered superyacht berths that meant interior and exterior works could continue in all weather, and the concentration of trades in the Gold Coast marine precinct meant every facet of the refit could be supported by local contractors. Indeed, as the project ballooned in scale, so the number of contractors expanded to include, as Keogelenberg jokes, nearly every company in the region.

THE INITIAL IDEA WAS FOR A STRAIGHTFORWARD FACELIFT. "BUT THAT TURNED INTO TAKING THE VESSEL APART. BASICALLY, WE STARTED OVER – AND FROM START TO FINISH, WE HAD 15 MONTHS TO DO IT"

Above and left: the main deck aft was redesigned to allow guests to fully walk around its perimeter. Below: built-in sunloungers on the upper deck face the sea views aft. Just forward is a winter garden that hosts the main dining area

“WE FLEW OUT TO SEE *PLAN B* AND I WAS IMPRESSED; THE STEEL HULL WAS IN EXTREMELY GOOD CONDITION AND SHE HAD BEEN WELL MAINTAINED, AND THAT MEANT SHE WAS A GOOD PLATFORM”



JeMaSa *was refit with charter in mind and, as such, carries a fleet of four tenders, including a 13.7m custom catamaran built in the Gold Coast and every conceivable water toy*

Such was the pressure of time and extent of the refit that Koegelenberg engaged not one but three interior contractors, with each getting a deck to focus on – Workshop 28 was given the lower deck, Wright Marine the main deck and Asone Super Yachts the top deck with the gym. To ensure consistency, Koegelenberg's own company, Liquid Yacht Support, ordered all materials that would be used, including woods, veneers and stone, in one batch. He also brought in a team to repaint interior areas and the hull and superstructure, and supplied the scaffolding for the project through his company Marine Scaffolding. Timber Tides was brought in to handle the replacement of teak decking and other aspects.

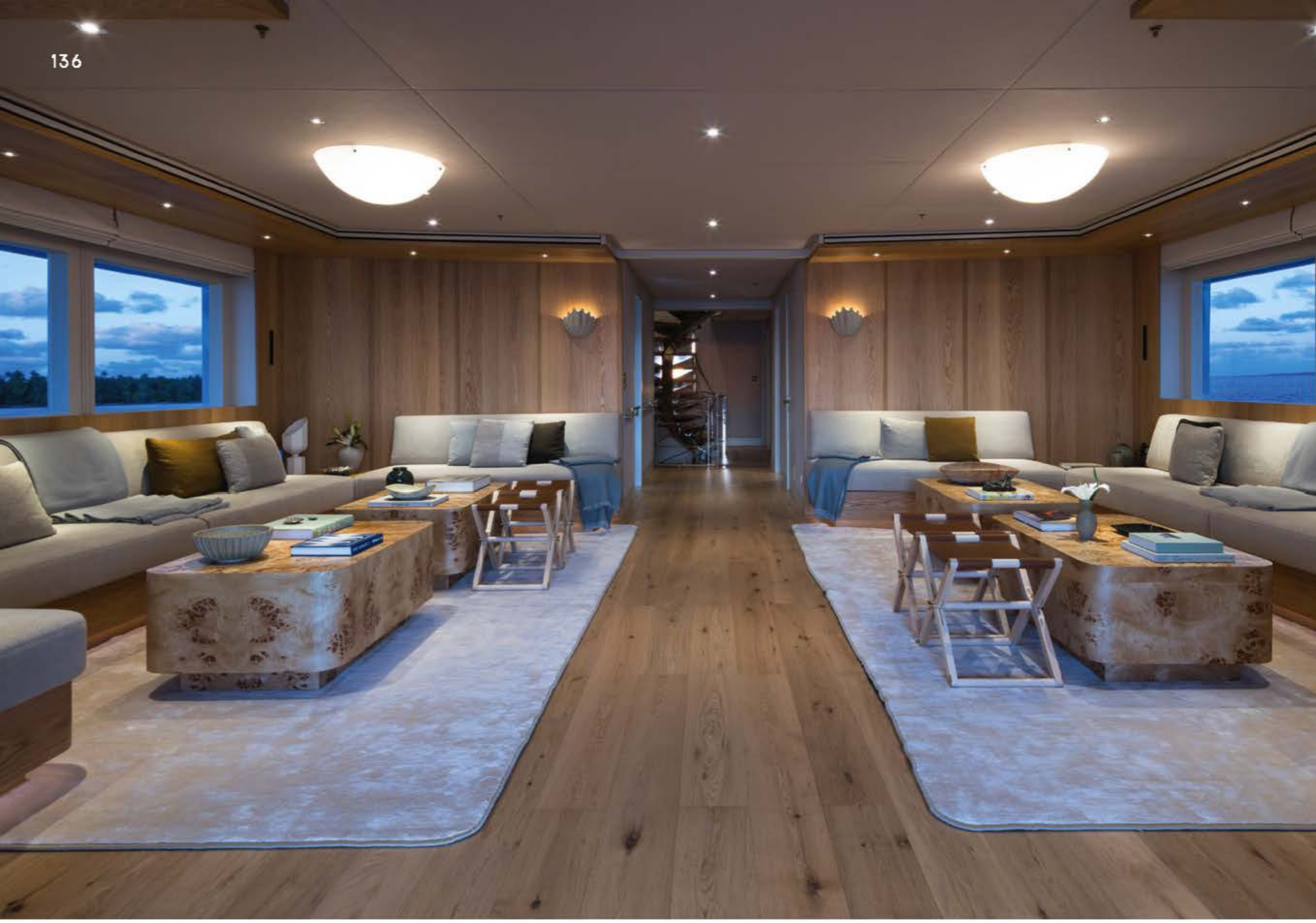
The yacht arrived at The Boat Works in March 2024 and work began in earnest that April. With the interior stripped, South Pacific Marine began to replace all the electrical cabling, with Tri-State Marine installing all-new IT and audio and visual networks. Another local company, Lumark, was brought in to handle stainless-steel work, including the frames for new sliding doors and windows and the build of the "glass house" – an inside-outside winter garden on the upper deck that now serves as the main dining area on board.

Interior and exterior design fell to Australian designer Misha Merzliakov, whose previous work with the owner on *SuRi* and longstanding relationship with Koegelenberg and naval architect Shaun Phelps of Periscope Naval Architects, made him a natural choice for the project. While Merzliakov tackled the challenges of a 50-year-old naval vessel and its various quirks – including marked camber in the lower deck running outboard from the centreline – he also translated the owners' wishlists for materials and general look while working with one of the owners' daughters, herself a fashion designer who also had a hand in the family's previous yachts.

"There were no drawings of the original vessel," Merzliakov says. "The yacht has cambered floors and ceilings, and they're not parallel cambers. We overcame that by 3D-scanning the entire yacht, modelling it and using that as the basis for the design work. Being an old naval vessel also meant there wasn't a lot of space in the deckheads for flourishes. I had to pick the smallest, shallowest light fittings I could while still achieving beautiful lighting design, because poor lighting would undo all of the interior design work."

Shaun Phelps concentrated on aspects of naval architecture, including the addition of vista windows in the hull for the lower-deck VIP cabins and work to improve the vessel's damage

>

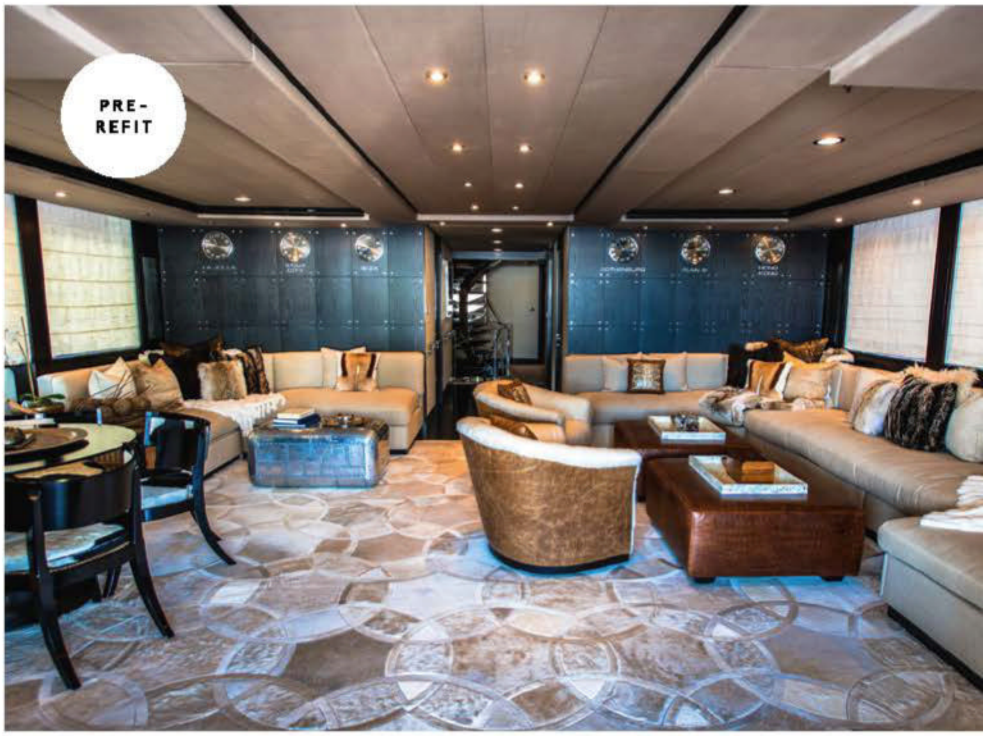


THE PREPONDERANCE OF WARM OAK IS A COUNTERPOINT TO OWNER-CENTRIC DESIGN CUES

stability. "The stability work was a really interesting aspect of the job," Phelps says. "We added a new bulkhead and sliding watertight door into the crew compartment to restrict flooding in the case of damage. Adding a watertight boundary in the hull comes with a huge array of challenges as there are numerous engineering services and electrical cables that cannot be simply built around or cut. Not to mention getting a fully assembled one-tonne door into the hull!"

Although there were no internal structural changes except for a new children's zone on the lower deck, *JeMaSa* feels very different to *Plan B*, and the new vertical hull windows have transformed the VIPs. "I wanted to have sightlines from the beds, so you could lie in bed and see out if you were somewhere cool," Merzliakov says. "Also, they always say light is everything in architecture; the impact of those new windows is profound."

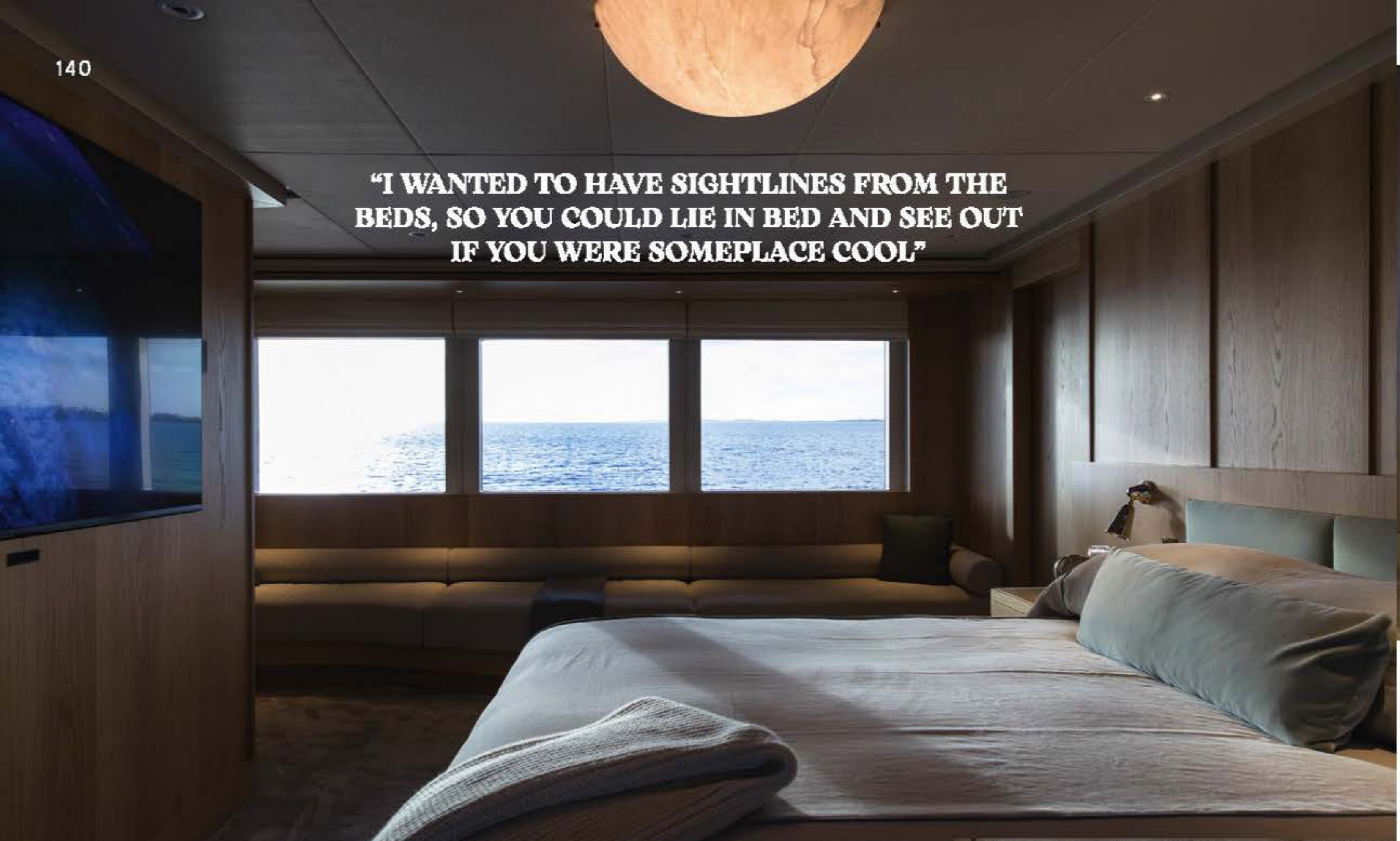
On the main deck, Merzliakov switched the position of the bed in the owner's cabin to the forward bulkhead so it offered panoramic views out of the windows. Aft, the fixed U-shaped settee in the cockpit has been reconfigured as a walkaround unit. "For charter and for functions you should be able to walk right around the deck," Merzliakov says, "especially when you have events and fireworks and music, so there's a lot more scope for people to enjoy the deck with this configuration."


PRE-REFIT

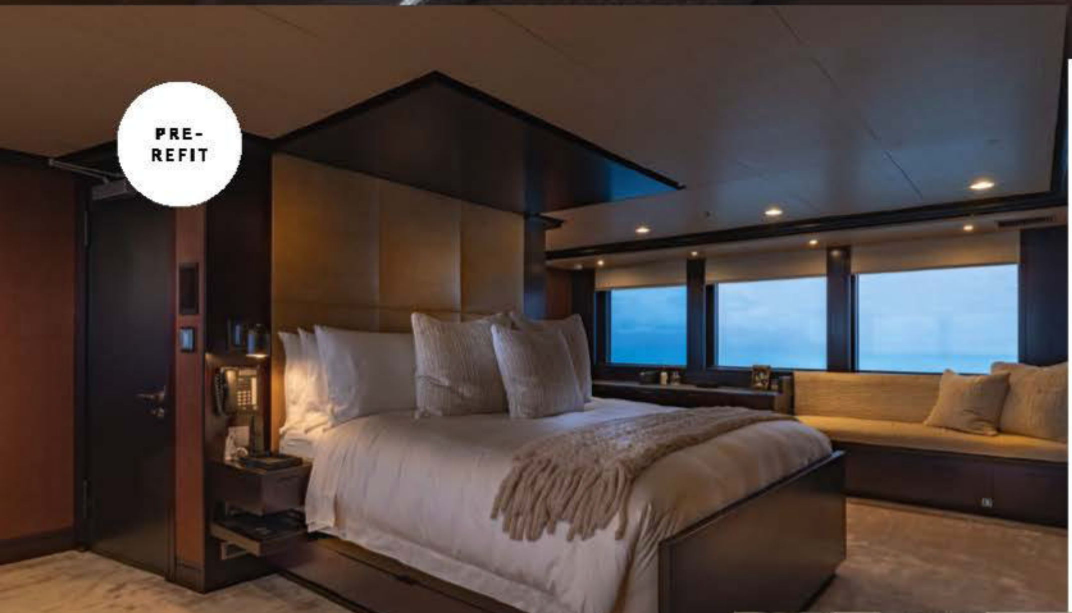
The main saloon (far left) and upper deck saloon (below and bottom) feature a warm palette of American oak punctuated with design pieces sourced by the owner's daughter, such as the Rose Uniacke clamshell sconces

>

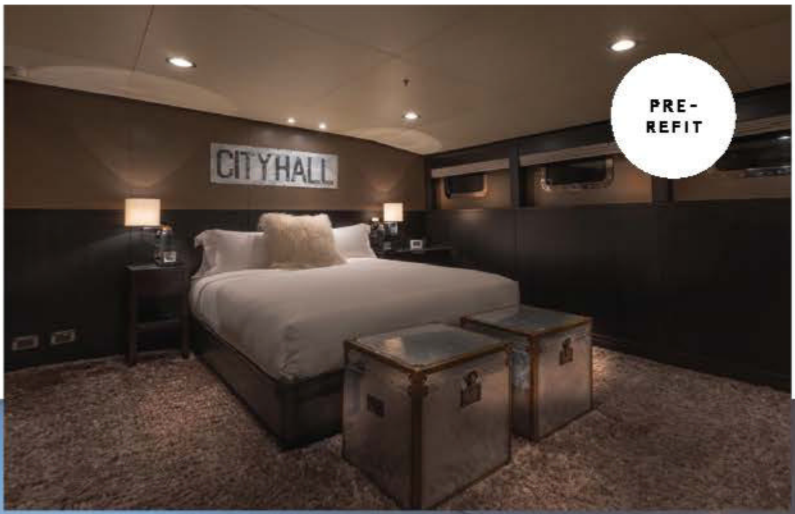
>



"I WANTED TO HAVE SIGHTLINES FROM THE BEDS, SO YOU COULD LIE IN BED AND SEE OUT IF YOU WERE SOMEPLACE COOL"



Above and top: the owner's cabin was rearranged with the bed placed on the forward bulkhead for better views out the windows. Right: Calacatta Caldia marble adorns the en suites



Left and below: four VIP cabins on the lower deck received new vertical hull windows. Above: two new children's cabins were added aft, each with convertible twin to king berths

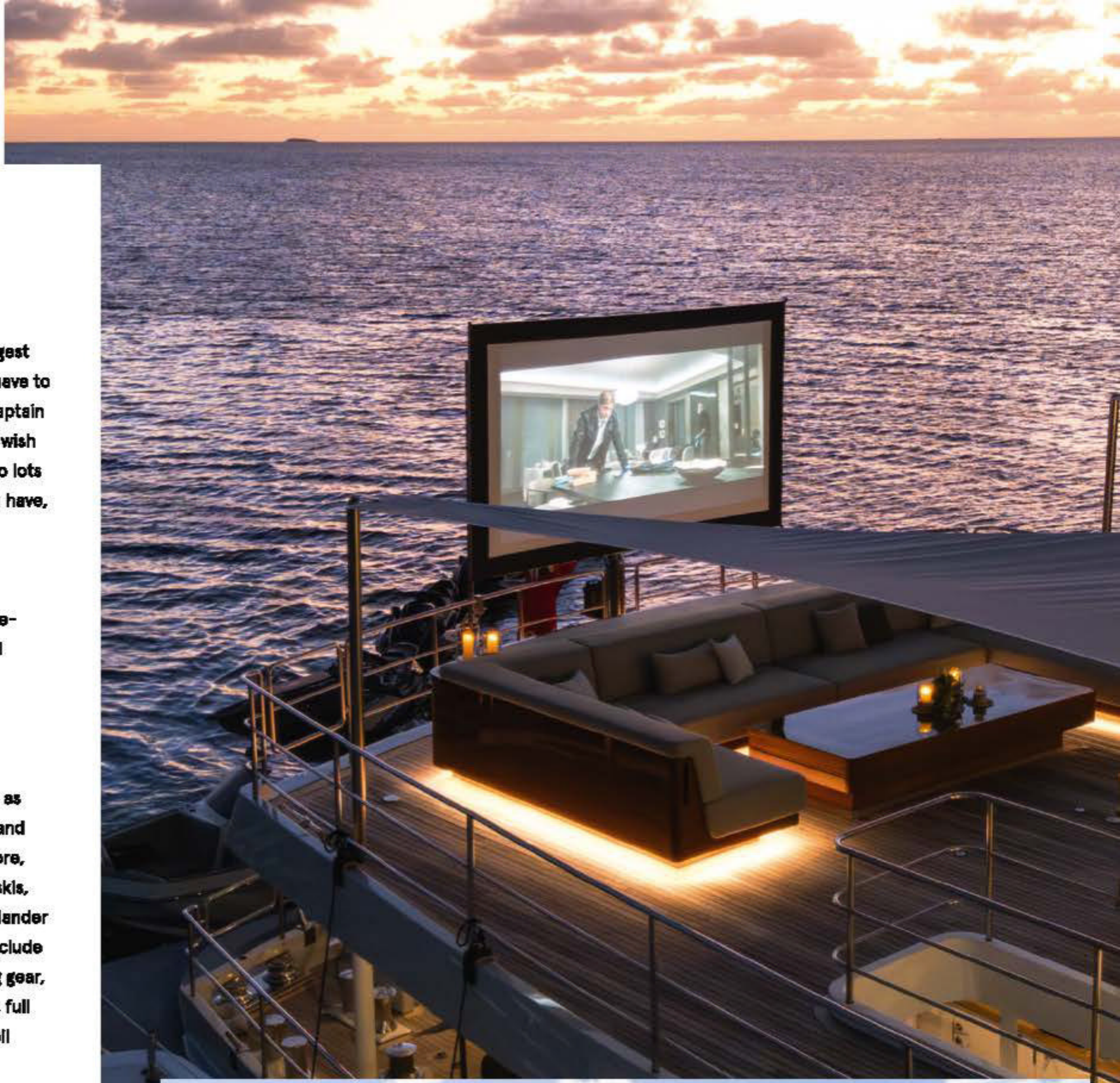
The upper deck's main change is the addition of the glass house – an enclosable, climate-controlled space that serves as the main dining area. "They had something similar on *SuRi*, and they enjoyed the relaxed nature of the arrangement," says Merzliakov. "They like above-deck dining, and it's a very adaptable space. It also has the best view on the yacht."

Throughout the interior, the preponderance of warm oak is a counterpoint to the owner-centric design cues in pops of colour and custom pieces here and there, while retaining a neutral canvas that will appeal to a broad swathe of charter clients. That's not to say there aren't delightful touches scattered throughout – the owner's daughter selected a number of interior style treats, such as Van Cronenburg door furniture, and sublime Rose Uniacke clamshell sconces, which were enough to give the installing electricians heart palpitations.

However, the interior design wasn't always straightforward. "The owners wanted to have generous amounts of timber finishing throughout in the form of open grain American oak with a matt finish – honest and pure, but challenging in large doses," says Merzliakov. "I had a unique problem of trying to keep continuity in the finishes across a 750GT yacht, with the risk being that the timber evolves in colour and tone as you progress through the interior."

To address this, Merzliakov selected the veneers for the whole project and then devised a way to press the veneer to the substrate in random order but with a repeatable system to achieve continuity of colour and tone. "I lost count how long that took," he says. "It meant multiple visits, and hours and hours at a time."

For the en suites, after much discussion the owners settled on Calacatta Caldia marble, chosen for its soft grey veining. To save weight, everything but the countertops is formed using a 6mm marble veneer on a foam substrate, with the



FAMILY FUN

Keeping kids entertained is always one of the biggest challenges on any holiday. "The amount of toys we have to offer is considerable for a 50-metre yacht," says captain Juan Koegelenberg. "That was one of the owners' wish lists. They've got kids and grandkids, and we also do lots of charter with families and kids. The more toys you have, the more fun you have!"

AFT LOWER DECK
Plan B's lower deck saloon has been reimagined as a kids' zone, with two new twin/king cabins for children (which can also serve as staff cabins) to starboard, connected to the midships guest suites via a corridor, while to port there's a kid's saloon-cum-cinema (*pictured bottom right*) that connects to the aft deck.

AFT DECKS
A 150-inch cinema screen can be mounted aft on the main deck. Viewing is from the upper aft deck's built-in sunloungers with the upper deck railing removed.

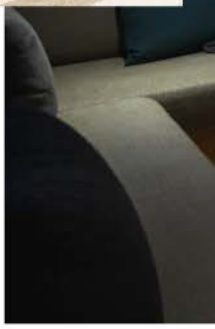
UPPER DECK
The inside-outside glass house (*pictured far right*) is perfect for family holidays, offering an informal dining area that serves as a family chill zone pre- and post-dinner. The sliding glass doors and closing windows mean the area can also serve as a winter garden in unfavourable weather or when high-latitude cruising, or in the tropics when shade and air con is the order of the day.

FOREDECK
The foredeck holds a Super Air Ski Nautique for towables, waterskiing and other watersports, a Boston Whaler centre-console fishing vessel and two jet skis.

AFT DECK/ BOAT DECK
This half deck serves as a second boat deck and tenders-and-toys store, with two further jet skis, and a Munson beachlander tender. Other toys include Seabobs, windsurfing gear, a Tiwal sailing dinghy, full Nitrox dive suite, eFoil boards, electric jet surfboards, wing surf and kiteboard set-ups, inflatable kayaks, inflatable waterslide, surfboard, body boards and much more.

CHASE BOAT
Koegelenberg oversaw the construction of a 13.7-metre catamaran on the Gold Coast to serve as a chase boat for the yacht. Its 4.8-metre beam means there's plenty of space for family days out exploring coves or for diving and fishing excursions.

SUNDECK
For adult kids, *JeMaSa*'s helipad can take an Airbus H145. There's also a gym, spa pool and a one-person sauna (*pictured top right*) designed by Misha Merzliakov at the owner's request.



"IT WAS A BIG PROJECT FOR THE GOLD COAST... EVERYBODY WANTED TO SEE A SUCCESS AND EVERYBODY PLAYED THEIR PART"

quarry in Italy cutting the stone, compositing it on site and shipping it to Australia, where a local stone mason cut it to fit. "That was an interesting task in itself," Merzliakov remembers. "It's an old boat and nothing is straight, so it was another little challenge to overcome during install."

For Koegelenberg, the biggest part of the project was controlling all the contractors. With such a tight timeframe and such extensive works, the usual process of moving through quotations to contracts wasn't possible. Instead, the project was run on a time-and-materials basis. There's no question, however, that it has been a huge success and also an advertisement for the capabilities of the Australian superyacht industry. "It was a big project for the Gold Coast," Koegelenberg confirms. "Everybody's names have been on it, everybody wanted to see a success out of it and everybody played their part.

"The owner," he says, "is over the moon, both impressed and happy with the result and the amount of work done in a short time. We're back in the water and starting to grow a reputation again. Hopefully we'll make another successful charter vessel that's a bit off the beaten track."

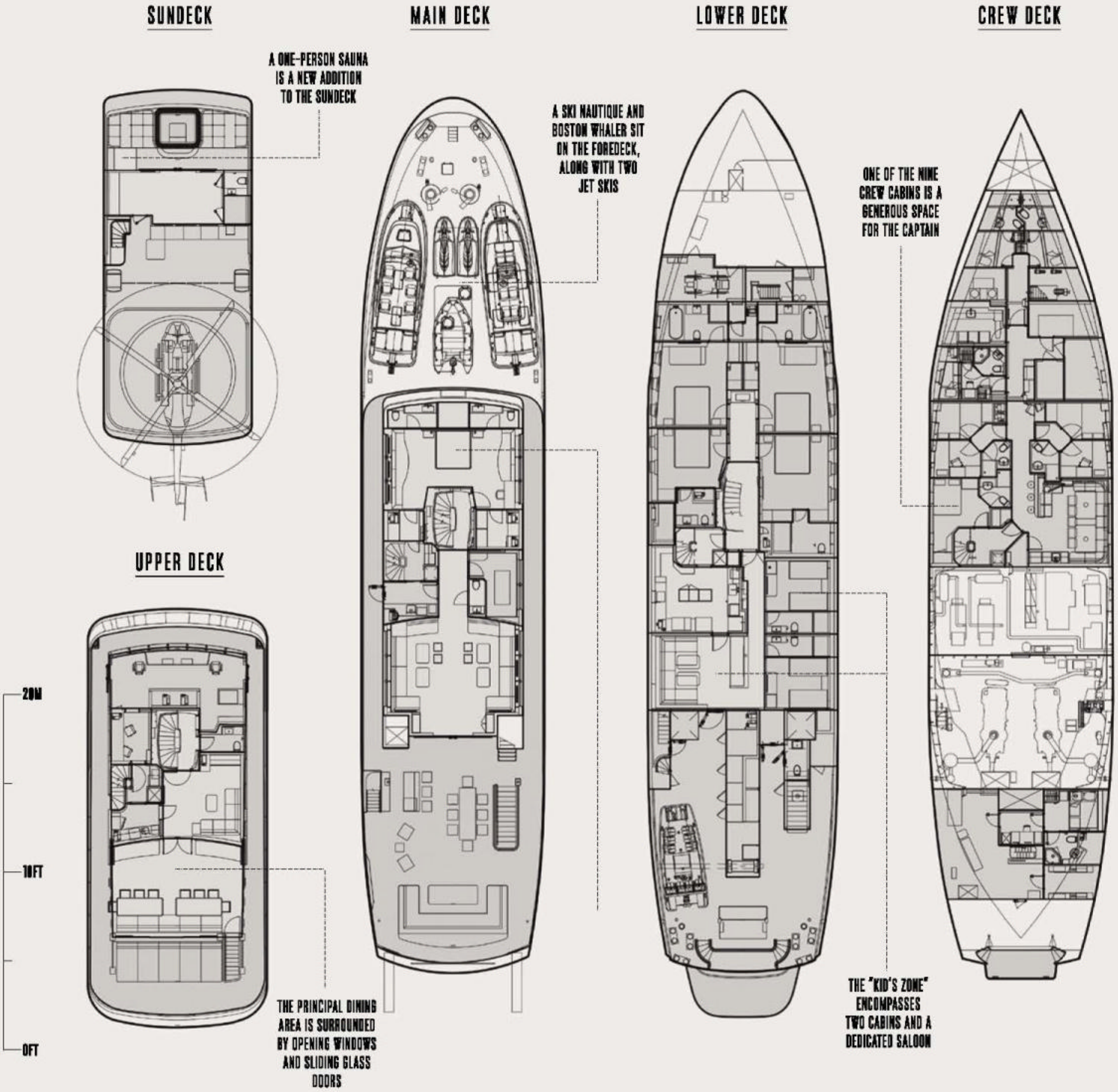
After her maiden season in the South Pacific, *JeMaSa* will likely head to Papua New Guinea early in 2026, Koegelenberg says. "I've done a couple of charters on *SuRi* there and found some really good areas, so we're going to explore in more depth," he confirms. "The owners are really interested in returning there, then there's some talk of going into the Indian Ocean; Madagascar is on the bucket list, but we'll see. We'll keep on exploring."

She's certainly the perfect platform for that, and fortunately you don't need destiny, serendipity or coincidence to enjoy *JeMaSa* in all her refitted glory. It turns out a charter will do just fine. ◻

>

JEMASA

HMA NAVAL DOCKYARD



SUNDECK

MAIN DECK

LOWER DECK

CREW DECK

UPPER DECK

A ONE-PERSON SAUNA IS A NEW ADDITION TO THE SUNDECK

A SKI NAUTIQUE AND BOSTON WHALER SIT ON THE FOREDECK, ALONG WITH TWO JET SKIS

ONE OF THE NINE CREW CABINS IS A GENEROUS SPACE FOR THE CAPTAIN

THE PRINCIPAL DINING AREA IS SURROUNDED BY OPENING WINDOWS AND SLIDING GLASS DOORS

THE "KID'S ZONE" ENCOMPASSES TWO CABINS AND A DEDICATED SALOON

LOA 52M
LWL 42.61M
BEAM 10.6M
DRAUGHT 3.2M
GROSS TONNAGE 746GT
ENGINES 2 X 1,000HP
CATERPILLAR D398B

GENERATORS
2 X 160KW CATERPILLAR 3306
STABILISERS 4 X QUANTUM
STABILISERS FINS, ZERO-SPEED
SPEED (MAX/CRUISE) 12/10 KNOTS
RANGE AT 10 KNOTS 6,000 NM
FUEL CAPACITY 150,000 LITRES
FRESHWATER CAPACITY 29,000 LITRES

TENDERS 13.7M CUSTOM CAT; 6.7M
SUPER AIR SKI NAUTIQUE; 5.5M MUNSON
BEACHLANDER; 9.1M BOSTON WHALER
OWNERS/GUESTS 12
CREW 16
CONSTRUCTION
STEEL HULL AND SUPERSTRUCTURE

CLASSIFICATION
LLOYD'S REGISTER
REFIT NAVAL ARCHITECTURE
PERISCOPE NAVAL ARCHITECTS
REFIT INTERIOR AND EXTERIOR DESIGN
MISHA MERZLIAKOV YACHT DESIGN
ORIGINAL BUILDER/YEAR
HMA NAVAL DOCKYARD/1973

REFIT SHIPYARD/YEAR
GOLD COAST CITY MARINA/2024
+61 07 5502 5888
THE BOAT WORKS/2025
+61 07 5500 0000
COOMERA, AUSTRALIA
GCCM.COM.AU; THEBOATWORKS.COM.AU
FOR CHARTER Y.CO

BOAT PRO

8.36%

PERCENTAGE OF THE SUPERYACHT FLEET OVER 50M THAT ARE CONVERSIONS OF FORMER COMMERCIAL OR MILITARY VESSELS

THE
SUPERYACHTS
VOLUME 39 2026

Reserve
your copy
today

DISCOVER 20 OF THE WORLD'S MOST MAGNIFICENT PRIVATE SUPERYACHTS

Featuring: *Akula*, *Amor à Vida*, *Asia*, *Diamond Binta*, *Energy*, *Galma*, *JAS*, *Kasper 7*, *Kiboko 4*, *La La Land*, *Magic Carpet*^{e}, *Maverick*, *Platinum*, *Samadhi*, *San*, *Santosha*, *Seawolf X*, *Special One*, *Starfire* and *Telli*

+44 (0) 20 8545 9330
(UK OPENING HOURS, MON-FRI, 9AM-5PM)
boatint.com/SY39P

UK £220 | US & Canada $288
Europe €260 | Rest of world £220

BOAT
International Media

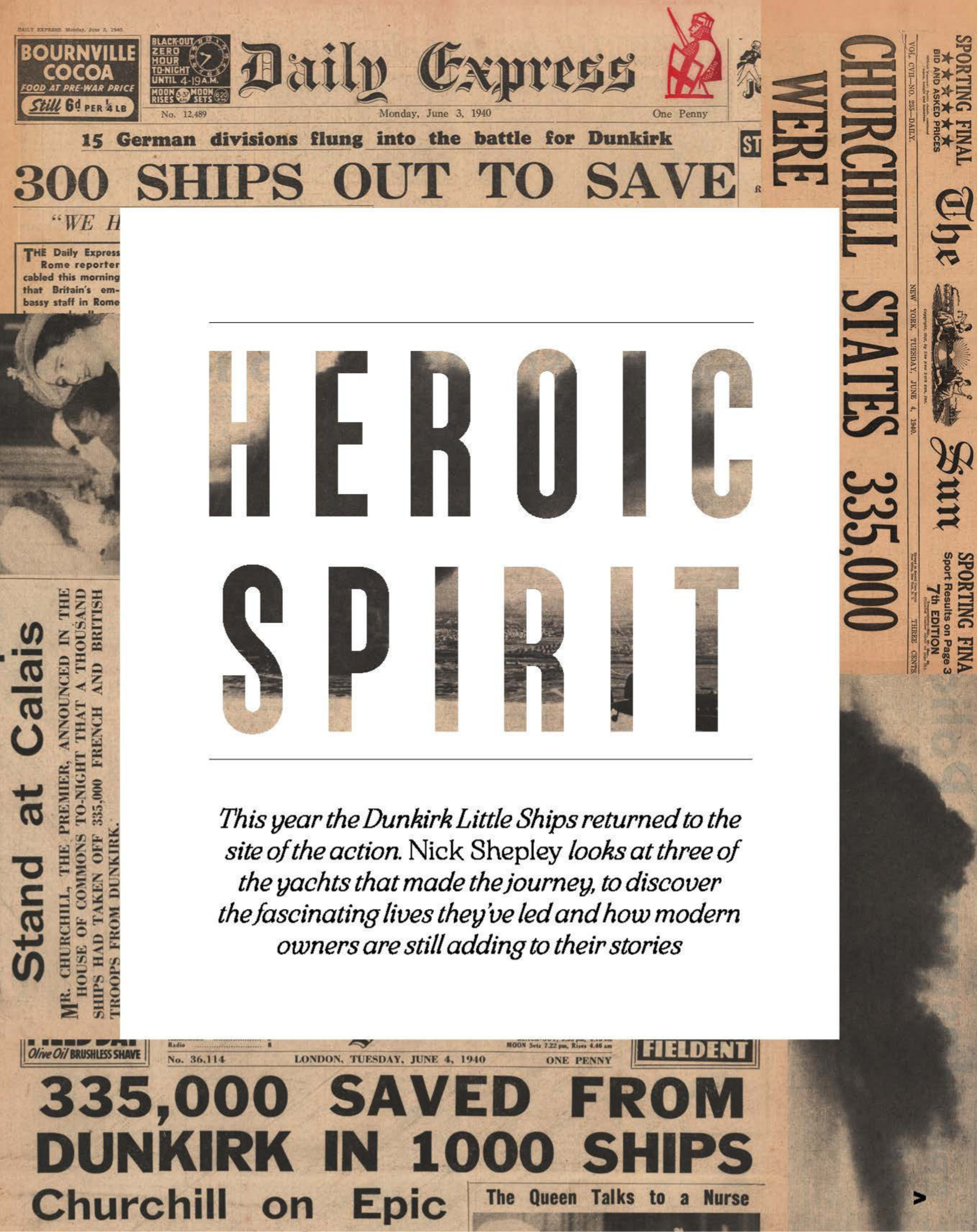
THE SUPERYACHTS VOL. 39: PRE-ORDERS NOW OPEN

Blue Bird of 1938 was one of more than 60 Dunkirk Little Ships that retraced their 1940 journey this year

PHOTOGRAPHY: JOHN FROST NEWSPAPERS/ALAMY STOCK PHOTO

HEROIC SPIRIT

This year the Dunkirk Little Ships returned to the site of the action. Nick Shepley *looks at three of the yachts that made the journey, to discover the fascinating lives they've led and how modern owners are still adding to their stories*



DAILY EXPRESS Monday, June 3, 1940.

BOURNVILLE COCOA
FOOD AT PRE-WAR PRICE
Still 6d PER ¼ LB

BLACK-OUT ZERO HOUR TO-NIGHT UNTIL 4-19A.M.
MOON RISES MOON SETS

Daily Express

No. 12,489 Monday, June 3, 1940 One Penny

15 German divisions flung into the battle for Dunkirk

300 SHIPS OUT TO SAVE

"WE H

THE Daily Express Rome reporter cabled this morning that Britain's em- bassy staff in Rome

SPORTING FINAL
BID AND ASKED PRICES
★★★★★

The Sun

SPORTING FINA
Sport Results on Page 3
7th EDITION

VOL. CVII—NO. 235—DAILY. NEW YORK, TUESDAY, JUNE 4, 1940. THREE CENTS

CHURCHILL STATES 335,000 WERE

Stand at Calais

MR. CHURCHILL, THE PREMIER, ANNOUNCED IN THE HOUSE OF COMMONS TO-NIGHT THAT A THOUSAND SHIPS HAD TAKEN OFF 335,000 FRENCH AND BRITISH TROOPS FROM DUNKIRK.

Olive Oil BRUSHLESS SHAVE

Radio 8

MOON Sets 7.22 pm, Rises 4.46 am

No. 36,114 LONDON, TUESDAY, JUNE 4, 1940 ONE PENNY

FIELDENT

335,000 SAVED FROM DUNKIRK IN 1000 SHIPS

Churchill on Epic

The Queen Talks to a Nurse

It

"It was a very shallow beach, and at low tide the water went out a long way," recalled Rear Admiral Robert Timbrell of *Llanthony*, the yacht he had captained at the tender age of 20. "We were being shelled by the Germans, the town was in flames."

If the introduction of his reminiscence suggests a hazy tropical holiday, the conclusion places it squarely in a very different location. A war-torn beach in Normandy is not a locale that the yacht's owner could have envisioned for *Llanthony* when he took delivery of her five years before the outbreak of the Second World War. But while the originating essence of a yacht – the ideal or dream that lies behind its construction – is what first sets it afloat, there's more to a boat's spirit. What happens after, as different owners take their precious cargo on new adventures, is just as formative. And while all boats have spirit, some boats, like the Little Ships of Dunkirk, are suffused with it.

This year marks the 85th anniversary of Dunkirk, and many of these classic little ships are still brimful of that heroic spirit. In May every five years, these remaining Dunkirk Little Ships – there were more than 60 this year – are given the chance to sail the same return journey from Ramsgate in the UK to Dunkirk in France. It is an opportunity to remember a particularly significant moment in their long and illustrious histories. And, unlike many of the mythologies and scandals surrounding particular yachts, the role played by these ships in Operation Dynamo is history. It is fact, not rumour.

Over the course of nine very real days, between 26 May and 4 June 1940, more than 800 little ships – yachts as well as merchant marine boats, fishing boats and lifeboats – recently requisitioned by the Royal Navy, made numerous trips from Ramsgate to Dunkirk. The goal of Operation Dynamo was to evacuate British Expeditionary and Allied Forces who had been cut off and surrounded by German troops on the beaches and harbour of Dunkirk.

The flotilla of smaller vessels, which became known as the Little Ships of Dunkirk, was needed to ferry the soldiers from the shallow waters out to the waiting Navy destroyers and merchant ships, or all the way back to Ramsgate. Above them, the RAF would fly more than 3,500 sorties to try and wrest air supremacy from the Luftwaffe, whose Ju 87s exacted a heavy toll on the boats below. The situation was, in the well-remembered words of Winston Churchill, "a colossal military disaster",

In all, more than 338,000 soldiers in Dunkirk were rescued. Below: some of the Little Ships delivered troops to destroyers such as these, in Dover on 31 May 1940

THE SITUATION WAS, IN THE WELL-REMEMBERED WORDS OF CHURCHILL, "A COLOSSAL MILITARY DISASTER"

Prime minister Winston Churchill (above and right with Vice Admiral Sir Bertram Ramsay) called the rescues "a miracle of deliverance"

PHOTOGRAPHY: PICTURE POST/HULTON ARCHIVE/GETTY IMAGES; THE PRINT COLLECTOR/HERITAGE IMAGES VIA GETTY IMAGES; CAPT HORTON/ IMPERIAL WAR MUSEUMS VIA GETTY IMAGES; PUTTNAM AND MALINDINE/ IMPERIAL WAR MUSEUMS VIA GETTY IMAGES; JOHN FROST NEWSPAPERS/ALAMY STOCK PHOTO

but the rescues provided by these Dunkirk Little Ships resulted in a "miracle of deliverance".

One of these miracles was the 23.5-metre, steel-hulled *Llanthony*, which Camper & Nicholsons designed and built just six years earlier, in 1934. The admiralty requisitioned *Llanthony* from its original owner, Welsh businessman, British Army officer and Tory MP Lionel Beaumont-Thomas, and transferred her to Ramsgate, where she was put under the command of Sub Lieutenant Robert Timbrell of the Royal Canadian Navy. Timbrell was surprised to see that his vessel was to be a luxury yacht with no weapons, apart from an old First World War pistol (1914 Colt 45) and an uncorrected magnetic compass.

Llanthony did carry two tenders, though, which could hold 16 soldiers, and she was big enough to carry 120 soldiers per trip. Over the course of the next week, she would rescue around 280 troops from Dunkirk. But the journeys took their toll.

"We could take about 120 on each trip and our instructions were to return as soon as we were loaded," then-Rear Admiral Timbrell, proud recipient of the Navy's Distinguished Service Cross, told the Canadian Broadcasting Corporation years later. "We did that for a couple of trips. Then, on the third or fourth trip, we got bombed. Although the RAF were doing a marvellous job, the odd German got through. We were hit on the fo'c'sle. I lost about five of my crew and both my anchors snapped. The fuel tanks were forward of the engine room and the fuel pipes were severed so that both engines died."

They floated up on to the beach. "It all happened so quickly – one minute we were there and the next we were damaged, drifting and running aground."

>

Llanthony (above in 1950) was recently restored in a modernising refit that captures the spirit of the 1930s. Below: Wallis Simpson and Prince Edward reportedly met up on board for trysts

It was a sunny afternoon and there were shells falling all the way down the beach, which swarmed with thousands of Allied soldiers desperate to be taken back to England. It was day four of the evacuation and a stream of boats were going in and out. The little ships had driven some trucks into the water to form a small jetty. This meant that, at high tide, they could go alongside the trucks and men could walk on top of them and jump aboard.

Still high and dry amid the chaos, Timbrell asked an English sergeant to drive a Bren Gun Carrier as far as he could in the water until the engine stopped, so that he could use it to anchor by. "That is what he did, and my two civilian diesel engineers repaired the fuel pipe, got the capstan going and winched us off," recalled Timbrell. "They put a plate over my bombed fo'c'sle, and we sailed back to England."

Llanthony returned to Dunkirk this year with the other remaining little ships to celebrate Operation Dynamo's 85th anniversary. More than 200 ships were lost during those nine days, but despite new owners and new memories, those that still can, retrace their infamous journeys every five years. And this year, with *Llanthony* fresh from a refit that enhanced her historic splendour, the yacht contingent presented perhaps a little extra vigour.

Llanthony is not short of stories of scurrilous scandal. For a period, she was owned by one of the wealthiest families in the world, the Astors. John Jacob Astor was brought up at Cliveden House; he became the first Baron of Hever and upon the death of Lord Northcliffe in 1922, became chairman and proprietor of *The Times*. Due to these links, *Llanthony* has been credited with offering a secret location for trysts between Wallis Simpson and Prince Edward in the 1930s, and then again in the 1960s with intimate assignations between Christine Keeler and John Profumo, who first met at the swimming pool of Cliveden.

The heroics of Dunkirk, however, are much more firmly established in *Llanthony* than the disproportionate attention given to the potential scandals taking place on board. The steel hull of *Llanthony* still holds shrapnel from German bombs within it, while the rumours linked to

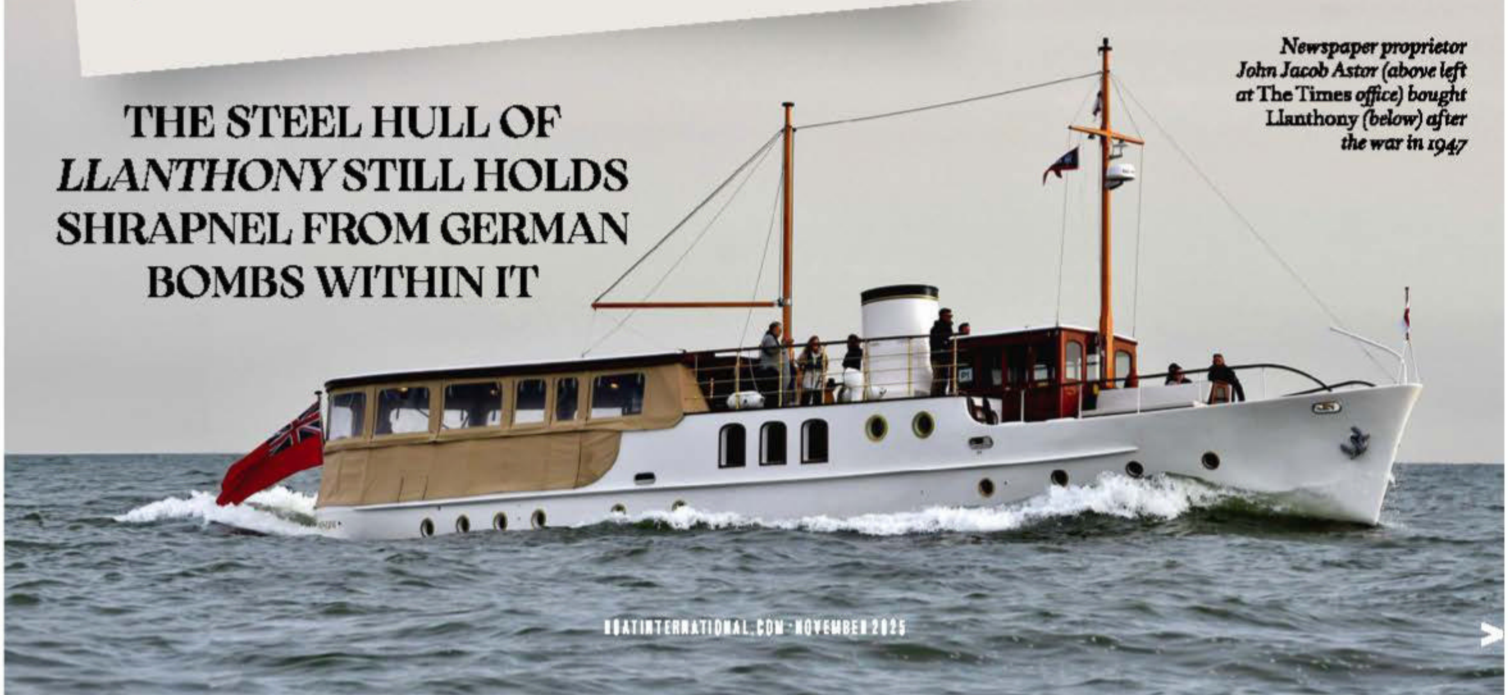
the Astor ownership seem to dissolve upon closer inspection. J J Astor became owner of *Llanthony* in 1947, buying it from His Majesty's Government, by which time Wallis Simpson and Prince Edward had well and truly met (1931) and married (1937). Astor owned *Llanthony* for a relatively brief period, selling it to the Belgian military attaché, Baron Kronacker sometime between 1952 and 1954. John Profumo did not start his affair with Christine Keeler until 1961.

But the magic of a yacht like *Llanthony* lies deeper than the rumours attached to it. It is a story of what changes each owner makes to the boat. Each owner brings something new to the journey. Whether that be Baron Kronacker replacing the original Gleniffer engines with Daimler-Benzes or whether that be the most recent spectacular renovation carried out by British yard Dennett Boat Builders between 2019 and 2024.

"As with many old ships after multiple owners and lives, they can lose their original identity," says Heather Dennett, the yacht's interior designer. "Everything was designed to be sympathetic to the original 1930s look, even when introducing practical improvements. Her wheelhouse and caddy were both rebuilt entirely in two-inch teak using the same beadings as originals. We had new windows cast – exact replicas of her original brass-framed fittings."

There is a deep respect for the past in this attention to the detail of the original design, along with a desire to make *Llanthony* "future-proof" with "completely new engines, electronics, plumbing, air-conditioning and kitchen," says Dennett. It is no surprise, then, that *Llanthony* was the winner of the Osland Trophy at Henley in 2024 for Structural Restoration: "Our aim was never to modernise her in a way that erased her character. The goal was to restore her identity," she adds.

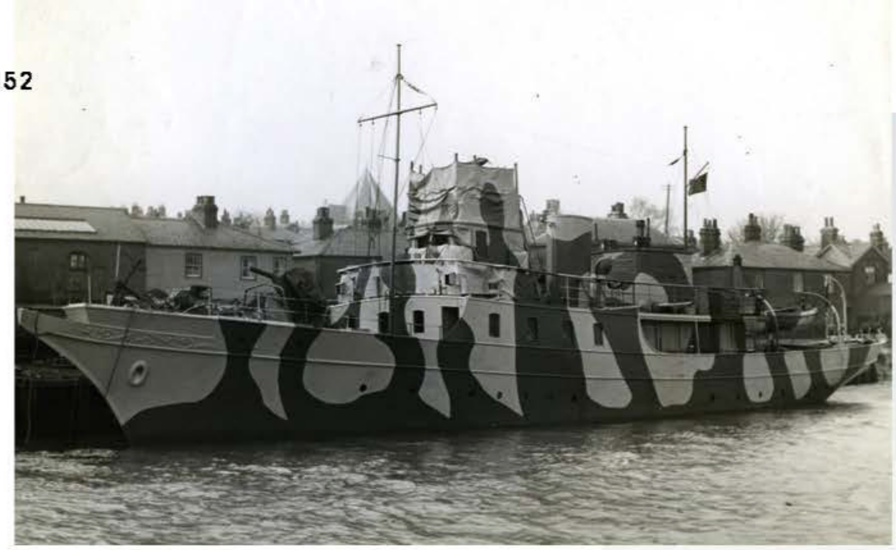
Llanthony is by no means the only storied motor yacht of the surviving Little Ships of Dunkirk. In fact, there are similarities between the yacht's wartime encounters and that of the 37.3-metre, steel-hulled motor yacht *Atlantide*, recently rebuilt at Huisfit in the Netherlands. On 31 May 1940, *Caleta*, as she was then named, set out for Dunkirk, alongside the yachts *Glala* and *Amulree*, where she towed smaller boats from the beach to larger ships in the deeper water. The next day, she would take the disabled Australian Landing Craft ALC5 in tow all the way back to Sheerness. Despite the tow breaking on two separate occasions during the journey, *Caleta* was



THE STEEL HULL OF *LLANTHONY* STILL HOLDS SHRAPNEL FROM GERMAN BOMBS WITHIN IT

Newspaper proprietor John Jacob Astor (above left at The Times *office) bought* Llanthony *(below) after the war in 1947*

PHOTOGRAPHY: BETTMANN/GETTY IMAGES; MARY EVANS/SZ PHOTO/SCHERL; COURTESY DENNETTS BOAT BUILDERS



able to deliver 35 troops safely and is now entitled to fly the distinguished St George's Cross.

Caleta (1930) was designed by Alfred Mylne, the naval architect of HMY *Britannia*, and built for Sir William Burton, the helmsman for Sir Thomas Lipton's America's Cup challenger *Shamrock IV*, by Philip and Sons, to serve as a tender to his 12 Metre. *Caleta* would provide accommodation for the owner and his guests at each regatta. In a story of ownership that comes full circle, Jim and Kristy Clark, the current owners of *Atlantide*, plan to use her as a tender again, this time to their J Class sailing yacht *Hanuman* at Bucket races.

There is a reassuring renewal at work in the cyclic elements of successive owners and their renovations. Where Jim Clark somehow stays true to the original intentions of Sir William Burton; where Dennett's overhaul of *Llanthony* is "not just restoring a yacht but recovering something of her original spirit," Dennett says.

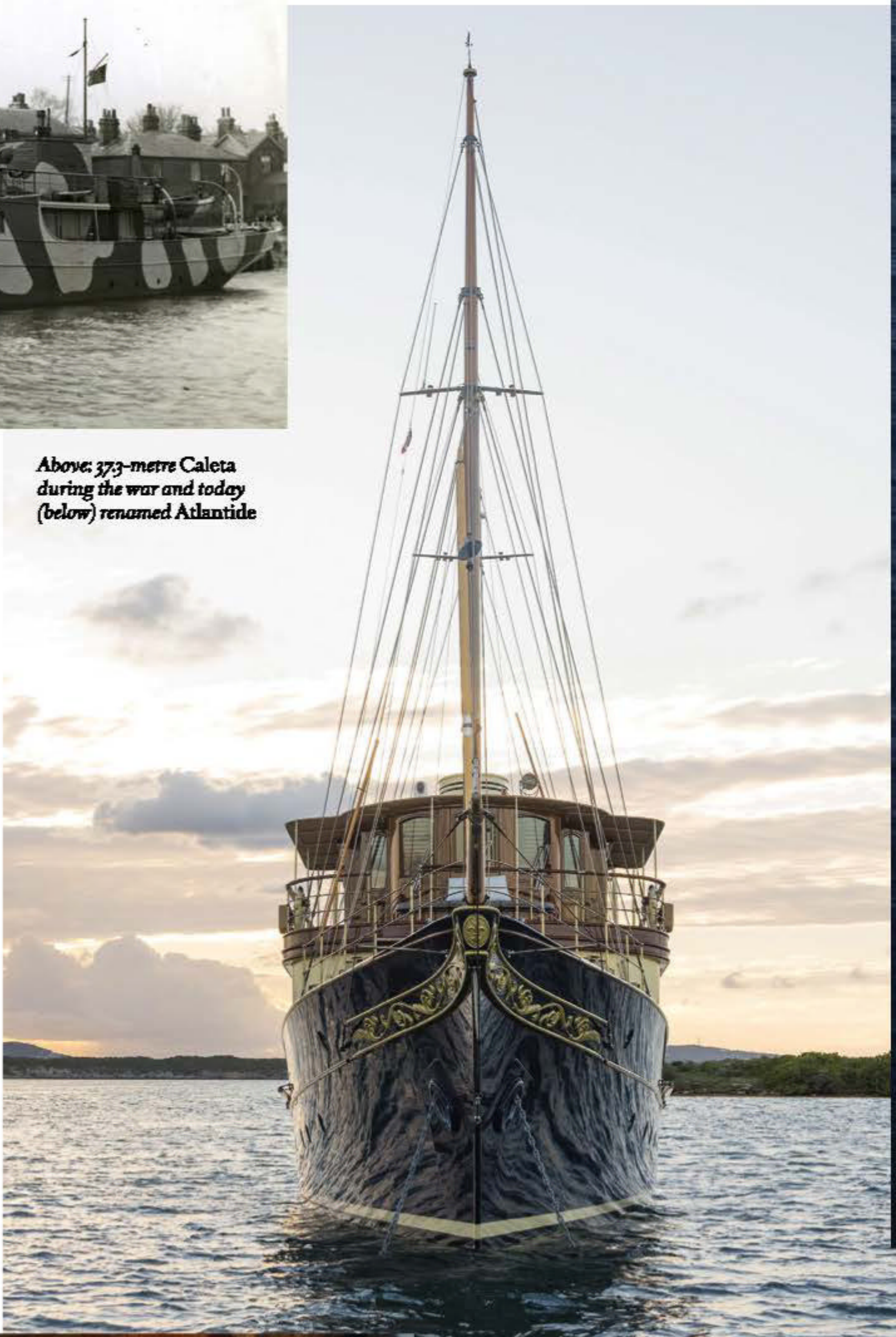
Does being a Dunkirk Little Ship add value to yachts like *Llanthony* or *Atlantide*? "Not in a straightforward financial sense," she continues.

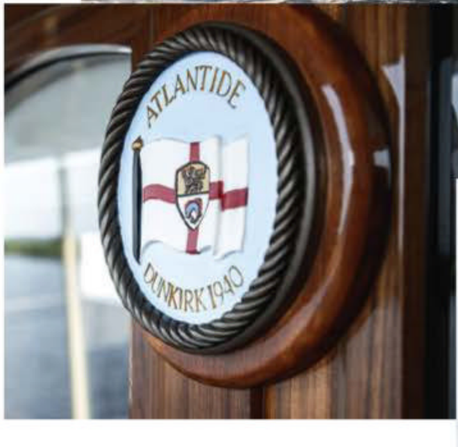
"What it does add is a layer of prestige, an emotional connection and a certain respect that comes from having been a part of that history." It also, perhaps, has the power to save a yacht. "I do believe that *Llanthony* would have been broken up by now if it weren't for that heritage."

But in the case of *Llanthony*, it wasn't her Dunkirk service, in a straightforward sense, that attracted the yacht's current owner: "That came later, as a fascinating addition to her story," says Dennett. "It was the boat itself: something about her proportions, her past, her mystery."

When, in 2004, Tara Getty bought 31.6-metre *Blue Bird of 1938*, he bought into an even greater mystery. *Blue Bird* was built in a commercial shipyard, the Goole Shipbuilding and Repairing Company, in Yorkshire, for Sir Malcolm Campbell, the holder of the world land and speed records at that time. Goole did not build yachts; it built trawlers, barges and military vessels. But Campbell wanted a yacht that could cross oceans and go anywhere. The reason? Lost treasure.

Above: 37.3-metre Caleta *during the war and today (below) renamed* Atlantide

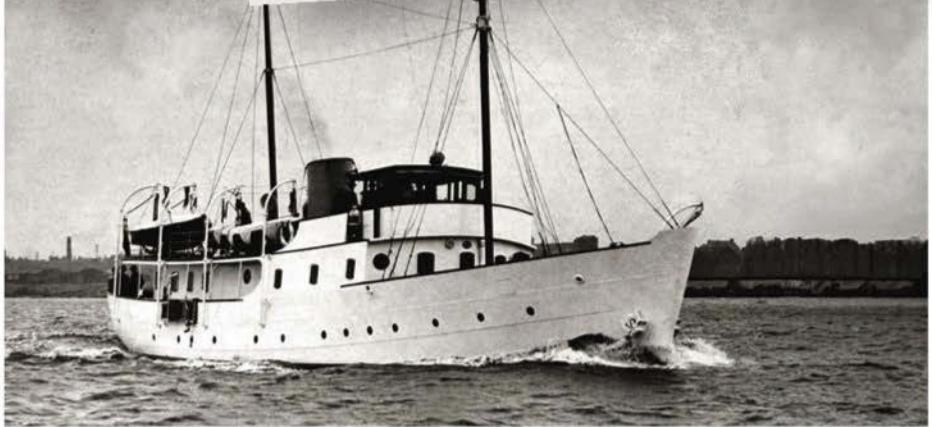




Gleaming after a refit at Huisfit, Atlantide *commemorates her role in wartime heritage. She was built in 1930 for Sir Thomas Lipton (right)*

Below: Tara Getty, owner of Dunkirk Little Ship Blue Bird of 1938 *(left)*

Blue Bird of 1938 *(above and below) was built by Sir Malcolm Campbell (right) to carry him to Cocos Island for a treasure hunt, but the war interfered with his plans. New owner Getty fulfilled this dream in 2015*



Somewhere on Cocos Island – inspiration for Robert Louis Stevenson's *Treasure Island* – 550 kilometres off the Central American Pacific coast, there was reputed to be a great lost treasure stolen from Lima, Peru in 1820. Campbell became obsessed. He had a yacht built for the sole purpose of returning to the island, only for the Second World War to scupper his plans. All three of his yachts – *Chico*, *Bluebird of Chelsea* and *Blue Bird of 1938* – were destined for Dunkirk. By the time *Blue Bird* was decommissioned in 1947, Campbell was too ill to embark on his great voyage for gold.

He died in 1948 but his dream did not. It lived on, untapped, deep within *Blue Bird*. The dream passed by Jean-Louis Renault, the carmaker, who owned *Blue Bird* between 1953 and 1978. It was not until Tara Getty sent *Blue Bird* for a three-year, full renovation in Palma de Mallorca in 2004, that the dream, too, was restored. And, in 2015, Campbell's dream was realised. Getty, his wife and their three children sailed to Cocos Island on *Blue Bird* to search for lost treasure.

No treasure was found. But the spirit of *Blue Bird* was revived. And, in May 2025, *Blue Bird* sailed alongside *Llanthony* and more than 60 other little ships from Ramsgate to Dunkirk and back again. Each boat becomes richer in experience and story each year that they meet. □

PHOTOGRAPHY: COURTESY OF MERSEA MUSEUM; CORY SILKEN; TOM VAN OOSSANEN; BETTMANN/GETTY IMAGES; COURTESY OF ADLS

THE JIGSAW PUZZLE

PHOTOGRAPHY EDMISTON

A tight six-month window saw 61-metre Samadhi *overhauled with meticulous precision.* Katia Damborsky *explores a quick-time refit for an owner who never wastes a second*

IMO 1008671
SAMADHI

Samadhi returned to her roots at Feadship for a six-month refit that focused on making her family friendly and optimising her for charter. Her toy box is now full and she sports a new Riva Iseo

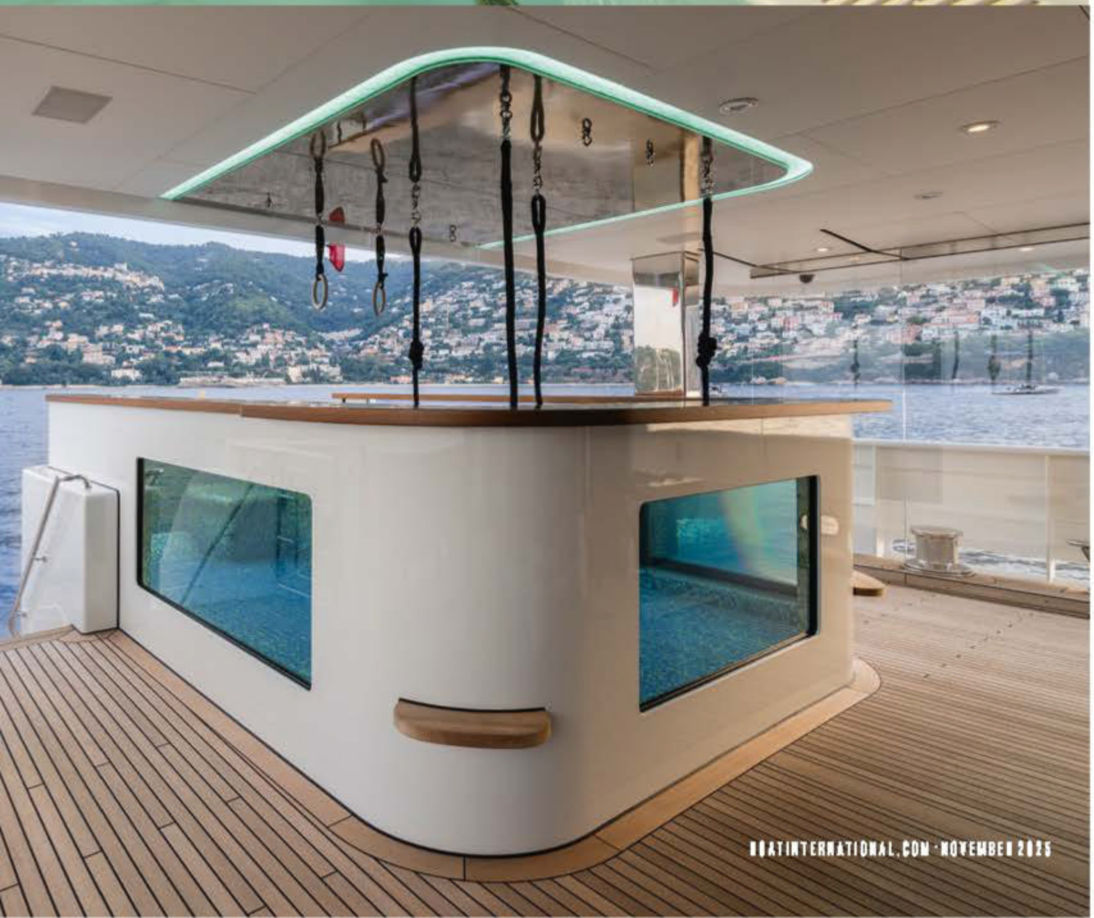
Attached to the owner's suite of the post-refit Feadship *Samadhi* is a room that you'd expect to be a walk-in wardrobe. At first glance, it looks like a treatment room, only 3.5 by four metres complete with a massage table and a hairdressing chair – but then you notice the steel-grey ice bath, chilled to temperatures below freezing to offer the ultimate onboard polar plunge. This room was one of the key focuses of the refit. It required many hours of intricate design for the refit's interior design firm, Luxury Projects, working with the space constrictions and the refit yard Feadship to custom-engineer the tub and mitigate any noise concerns in the master cabin.

It was important to the owner that the ice bath would be able to reach the same dizzyingly cold temperatures as his on-shore tub, and Feadship was able to knock off crucial degrees with its custom design. "If you can go in it for three minutes, I'll give you a free charter for a week," the owner of *Samadhi* tells me. Sounds like a good deal.

The work on *Samadhi* is a reminder of the jigsaw-style assembly that goes into a refit where the structure and layout are pre-determined, and the short six-month time frame meant that

>

The sundeck (below and right) and the main deck aft (bottom right) received makeovers during the refit, including the addition of a freshwater pool with harnesses that allow for static swimming



"WE REALISED THERE WAS NOT A LOT OF PREPARATION TIME." THE YARD WENT INTO "FAST FORWARD" MODE

gutting the yacht and starting from a near-blank sheet wasn't an option. But the owner still wanted a big-impact change. With razor-sharp precision and careful finesse, the refit respected the yacht's original features while breathing new life into the 19-year-old Feadship. "If we hadn't done it with the manufacturer, it wouldn't have been possible," admits Captain Mike Rouse, who has been with the yacht since it was purchased by the current owner.

"Immediately we realised there was not a lot of preparation time," says Joris Kroesen, sales manager at Feadship refit and services, who oversaw the project. The yard went into "fast-forward mode" to get it all done.

As well as aesthetic changes, the refit also touched on technical specs, making the yacht "quieter now than before the refit" and including some major additions – things like the new Riva tender stored on the bridge deck and the new main deck aft pool, designed from scratch and custom made with harnesses above for static swimming. Kroesen says the pool is something the team should be immensely proud of, considering the technical challenges that went into installing it. "[The owner] wanted a dump tank to hold onto the freshwater, without having to throw [the water] overboard," he says. It started out as a seawater pool, and the engineering, calculations and tests that were required to turn it into an eight-metric-tonne freshwater pool with heating capacities presented a huge headache for the refit team. But the owner was undeterred in his wishes.

"He had a very clear idea of what he wanted to achieve," says Laura Pomponi, founder and CEO of Luxury Projects. "And he went in really quickly. I mean, the decoration was decided in a blink." With a motivated owner at the helm, *Samadhi*'s refit lasted from January 2024 to July 2024 and earned the yacht a Judges' Commendation at the 2025 World Superyacht Awards. Feadship has previously described the pre-refit *Samadhi* as conservative. "The yacht is modernised now. It's dated today instead of the build year," agrees Kroesen.

Samadhi went from a classic American glossy-wood extravaganza to a peaceful, tastefully

>

THE IMPOSSIBLE COLLECTION

eclectic modern boat that would be optimised for the charter market and tailored for the new owner's big family.

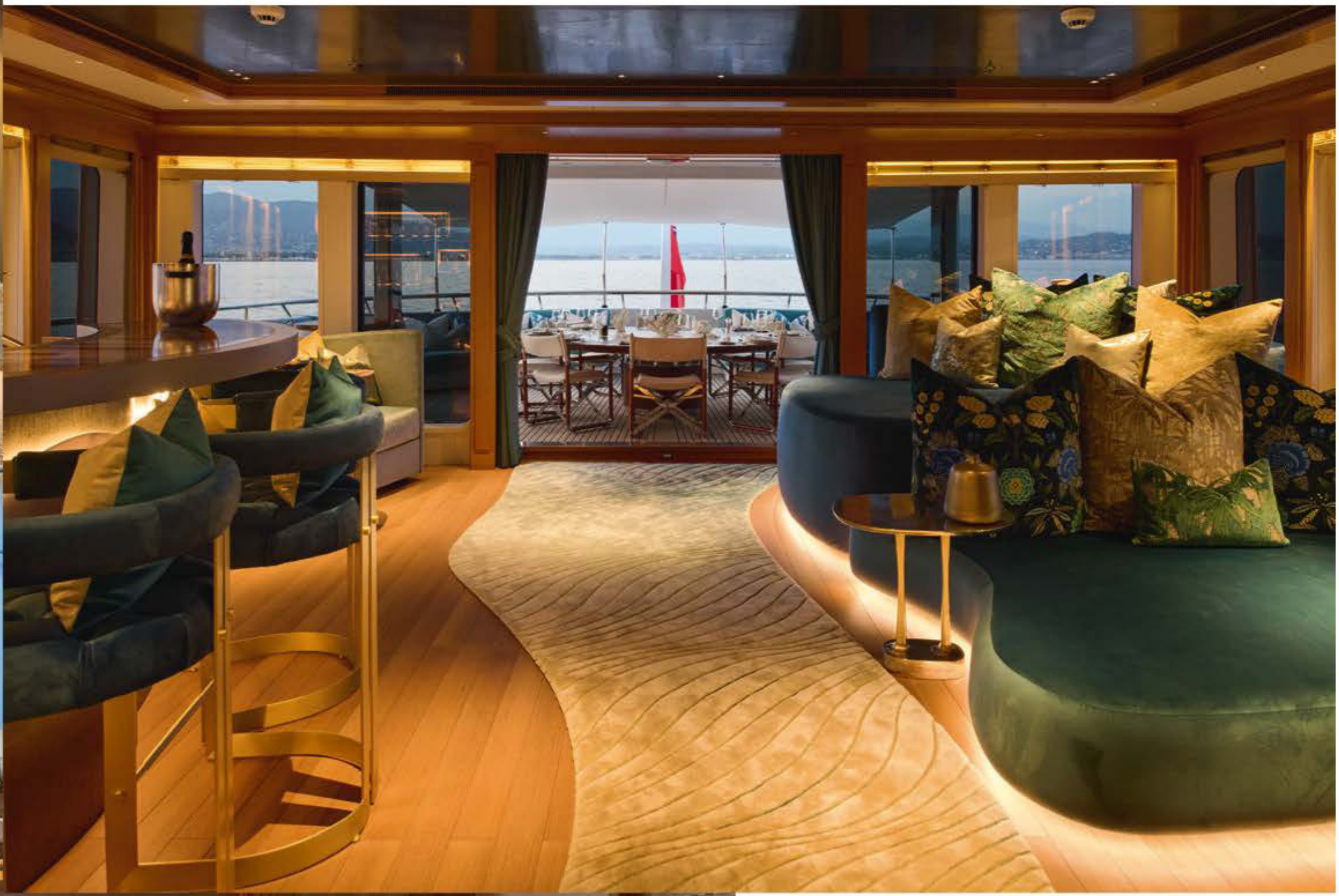
The refit took place shortly after the yacht was bought by her current owner, a Dutch businessman and experienced yachtsman. He came into the purchase with the same decisive attitude that he brought to the refit. "I spotted it in the port of Monaco and Googled it," he explains. Seeing it was for sale with a broker he had worked with before (Alex Busher at Edmiston), he managed to get on board three days later, with all of his children in tow. Ten days after that, an agreement had been ironed out between the current and former owners and the sale was completed just 92 days after the yacht joined the market.

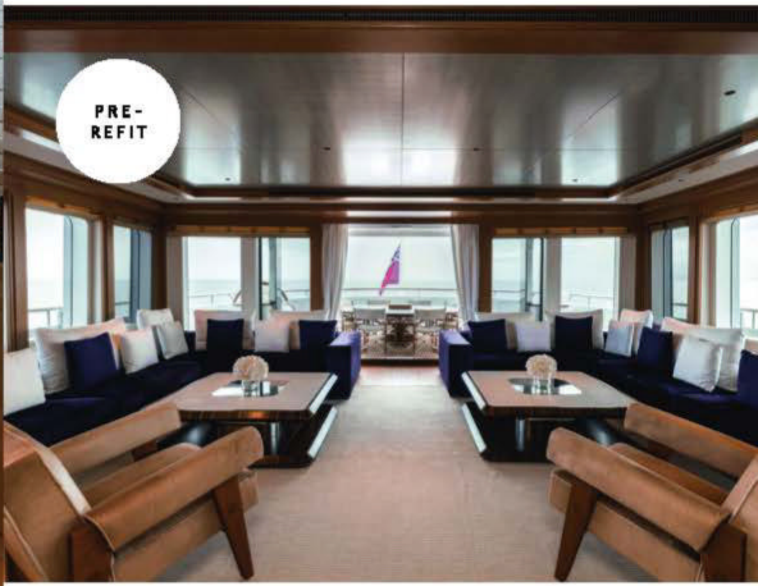
I'm meeting the current owner on board the boat, which is anchored just off the coast of Monaco. He has an interesting approach to his work and his life. On the one hand, he is determined, rarely slows down to second-guess and has a fondness for the party lifestyle. On the other hand, he takes a keen interest in wellness and healthy living. Mornings begin with ice plunges, sessions in the sauna in the owner's suite and long swims in the sea (usually between the yacht's anchored position and the shore).

Meals are largely plant-based and packed with superfoods and days on board are spent in a flurry of activity putting the yacht's mammoth toy chest to good use. When I arrive for my tour, the owner's children are zooming around on Seabobs, and his youngest son is going into his third hour in the aft deck pool (the harnesses overhead hold swimmers in place while they swim, simulating a counter-current). On shore, the family will often rent five-a-side football pitches and challenge the crew to a match.

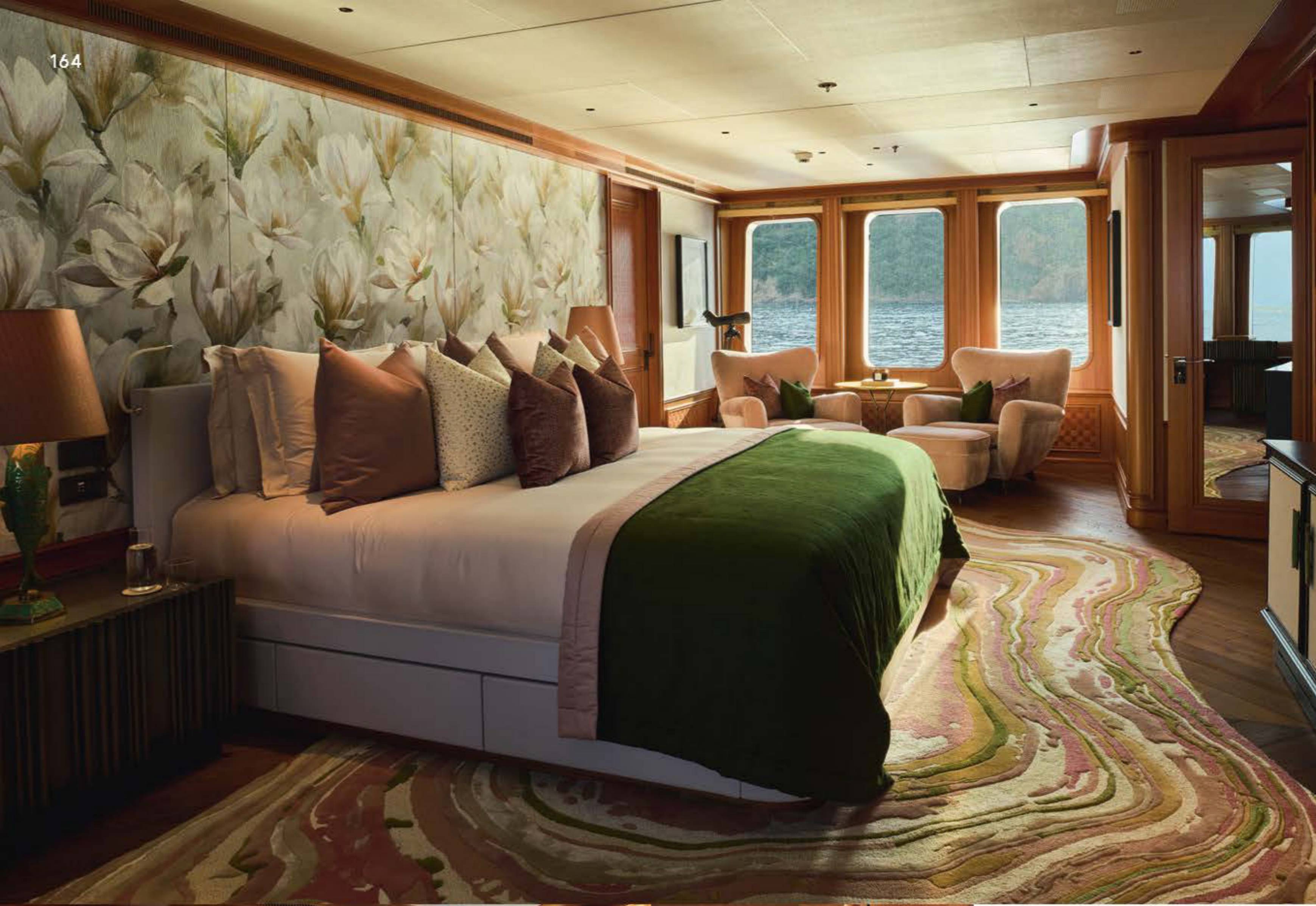
Ensuring the boat was family-friendly was another big checkbox for the owner, who has several children aged from eight years old to their late twenties. "[The owner] always said [he wanted] the children to feel at home here, like

"THE OWNER HAD A VERY CLEAR IDEA OF WHAT HE WANTED TO ACHIEVE. THE DECORATION WAS DECIDED IN A BLINK"





The interior design feels like an artistic take on a private members' club. "I want to be at home. I don't want to feel like I'm in a showroom," says the owner



The pink in the owner's cabin originated in two chairs that were on board when the owner bought the yacht. The designer extended the shade across the cabin, including in the Oliver Treutlein carpet. It's complemented by the pear green, seen in the custom bedside lamps (right)

THE DESIGN ITSELF CAN BE DESCRIBED AS "MODERN AND ECLECTIC IN STYLE"

they want to come back," says Rouse. "Not like it's a chore to be on board."

Translating that into the yacht was part of Luxury Projects' mission. One of Pomponi's favourite features is a custom-made, wave-shaped sofa in the upper saloon, the central chill-out zone on board, which was conceived to feel like "a big lounge seat". Spanning two tiers to create a cinema-room effect, it required huge bolts of continuous material, because its unique shape meant there was nowhere to hide any seams in the fabric. The fabric itself is a heavy-duty velvet specifically selected to stand the test of time. "He is very clear in how he wanted to use areas," says Kroesen. "He did very well in personalising areas so that they become functional for his use."

Lightening up the yacht was another priority for Pomponi, and it was achieved by covering many of the walls in the owner's corridors with fabric panels to mask the dark wood. The tall side cabinets that flank the dining space have the same wood detailing, so Luxury Projects introduced Vetrite glass slabs to brighten the space. The lower deck was fairly gloomy as well, but because the overheads on this level had to be removed and reinstalled to run cables through them to accommodate the pool, Pomponi seized the opportunity to reupholster them in a new shade.

The second thing on the agenda was colour, something which both owner and designer shared a love for. In the owner's cabin, a dusky antique rose is complemented by a delicate pear green, evident in the custom-made fish-shaped bedside lamps and the watercolour-effect carpet from Oliver Treutlein. Some of the wood has been kept, though, because the original marquetry was so detailed. Prior to the refit, the floor in the master cabin was made of a weaved leather, "very expensive but difficult to maintain", says Pomponi. It was removed during the refit and replaced with a burnt-oak parquet floor.

The design itself can be described as "modern and eclectic in style", according to Pomponi, with no high-gloss surfaces. *Samadhi* leans into different textures and bespoke touches. Nature has been introduced into the decor, for example the table in the main saloon designed by Luxury Projects, hand carved from a slice through a tree trunk set on cast bronze roots, and a resin-based artwork in the owner's corridor, created by an Ancona resin artisan. With Pomponi's direction, he used crushed seashells and sand from a local beach, with gold resin poured across it to add a

>

THE ITINERARY

At time of press, the owner and his family were planning to enjoy some late summer sun. They would join *Samadhi* in Montenegro, where "I'll get back into my morning routine with some training on deck and a big breakfast with the family. The kids can swim right off the stern and we'll take the toys out."

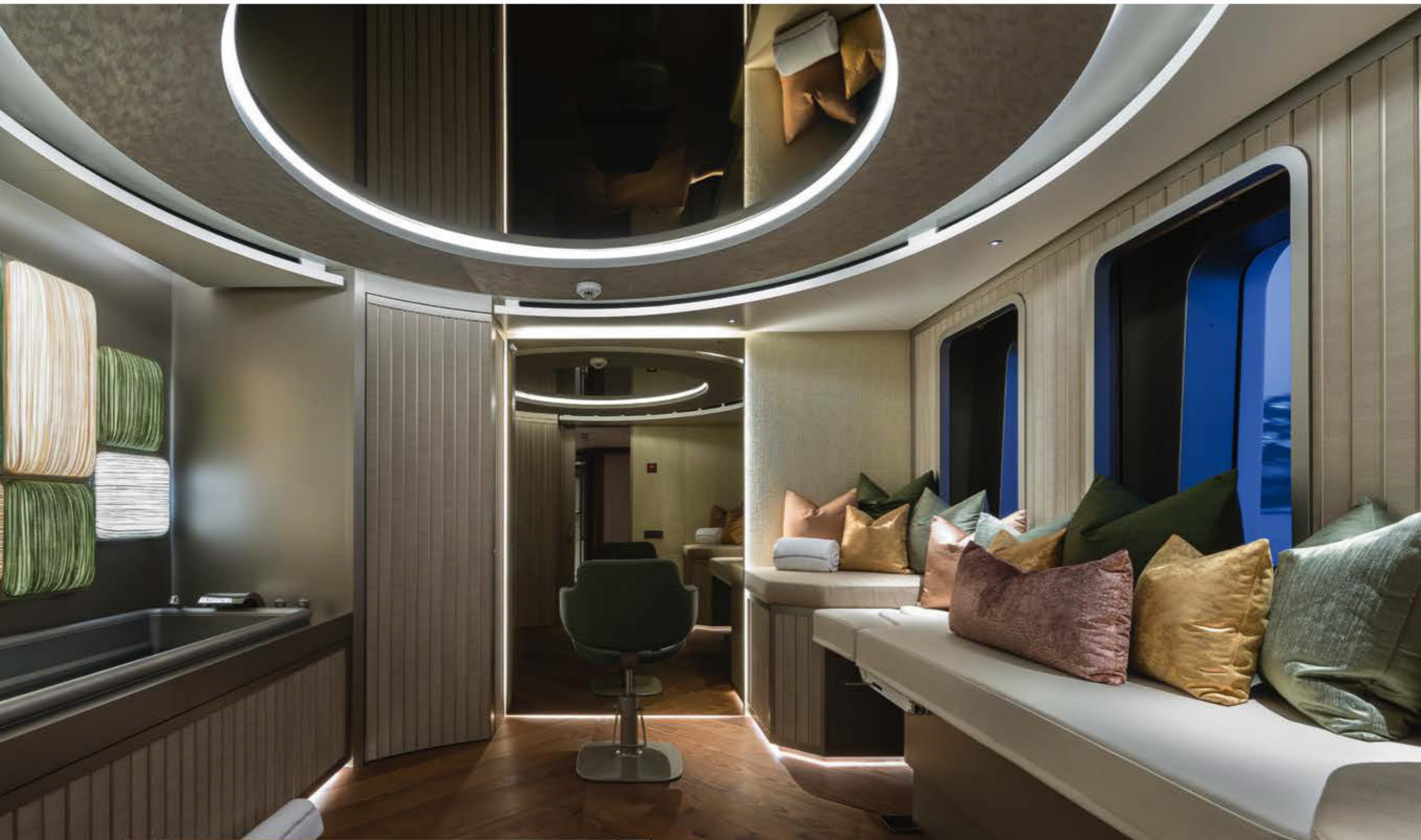
Next they cruise to Dubrovnik to "walk the old walls with the children, eat some gelato, and I'm hoping to do a wine tasting at a local vineyard. In the evenings we'll mix it up, sometimes heading ashore for dinner and other times enjoying cocktails on board while watching the city light up."

It's Corfu next, for "family bike rides through the olive groves... I want at least one evening to be a proper Greek night on board with musicians and dancing," before moving on to Mykonos. "I can't wait to get the kite out at Ftelia beach. I'll bring friends on board for long lunches and parties that roll into the night. For a breather we'll take *Samadhi* out to nearby islands and just enjoy some quiet anchorages."

At Bodrum "I want to take the family to explore the castle and some ancient ruins, then back on the water for kayaking and swimming in hidden little bays. The food in Turkey is fantastic; we'll have mezze nights on board and try out a few rooftop restaurants."

After Bodrum, *Samadhi* will transit the Suez Canal, stop in Dubai for the school holidays, then move on to Abu Dhabi for the Grand Prix: "We'll do champagne receptions and parties after the races." Next is Christmas in the Maldives – "We'll celebrate barefoot in the sand" – before the last stop in Thailand: "The lantern festivals are magical and I want the children to see that. We'll spend our days cruising through those amazing limestone cliffs, kayaking and snorkelling, the perfect finale before *Samadhi* takes a rest."

Above and right: the owner's cabin now has its own spa, converted from a dressing room. It includes a massage table, hairdressing chair and, crucially for the owner, an ice bath for cold-water therapy. Also supporting the owner's healthy lifestyle is a fully equipped gym enclosed on the sundeck (left)



IT WAS IMPORTANT TO THE OWNER THAT THE ICE BATH CAN REACH THE SAME DIZZYINGLY COLD TEMPERATURES AS HIS ON-SHORE TUB

ADDITIONAL PHOTOGRAPHY: LEONARDO ANDREONI FOTOGRAFO

hint of sparkle. There are some personal touches too. A painting of the yacht during her post-refit party at the Amsterdam National Maritime Museum is not only a celebration of the refit works, it also reminds the owner of his grandparents, who owned a small shop that sold herring not too far away from the museum.

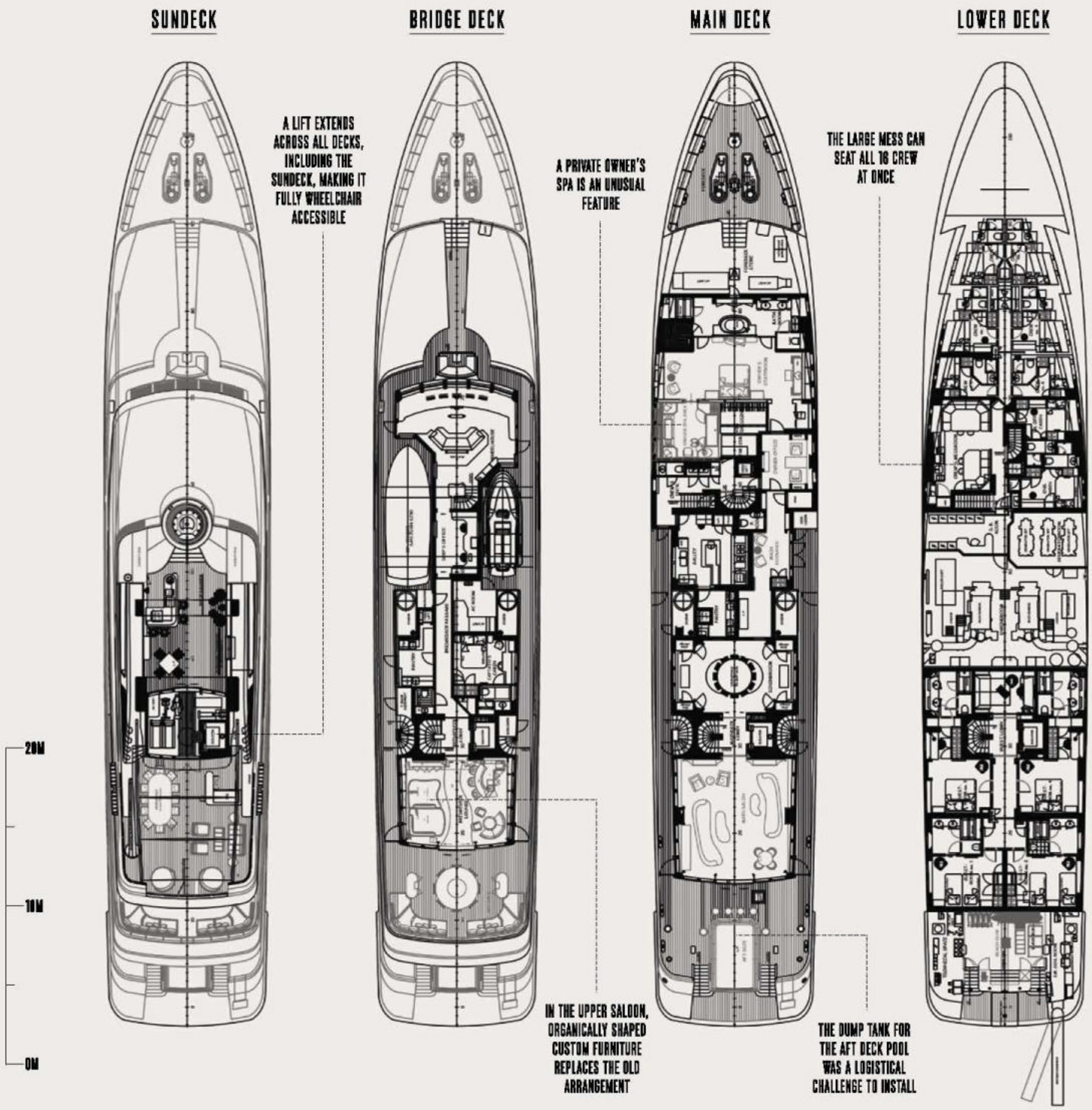
Kroesen also believes that the owner's Dutch roots played a role in helping the refit run so smoothly. "It was very helpful," he says of the Dutch synergy. "We do understand each other very easily, it was very direct, very easy communication and he's open [to] explanations [on] why things might be a bad idea."

But perhaps the most personal part of *Samadhi* is something that came about by accident. In the ceiling panels across the yacht, Pomponi used a type of liquid metal that was specifically chosen for its waved, organic look and feel. When the owner's children jump up and down on the huge sofa in the upper saloon, their fingers leave a lasting mark on the metal; it's a surface that will change, aging with the boat and the family. It means the owner's love for his family is literally ingrained into the yacht's design.

"Samadhi" means the state of intense concentration achieved through meditation, and it was already the name of the yacht when the current owner picked her up. He was familiar with the term. "Two weeks ago I was in India for 10 days doing yoga and meditation," he explains, "and I loved that feeling". But, the etymology of the word samadhi means "collect" or "come together" – something that feels very fitting for a yacht designed around family living. □

SAMADHI

FEADSHIP



A LIFT EXTENDS ACROSS ALL DECKS, INCLUDING THE SUNDECK, MAKING IT FULLY WHEELCHAIR ACCESSIBLE

A PRIVATE OWNER'S SPA IS AN UNUSUAL FEATURE

THE LARGE MESS CAN SEAT ALL 16 CREW AT ONCE

IN THE UPPER SALOON, ORGANICALLY SHAPED CUSTOM FURNITURE REPLACES THE OLD ARRANGEMENT

THE DUMP TANK FOR THE AFT DECK POOL WAS A LOGISTICAL CHALLENGE TO INSTALL

LOA 60.96M
LWL 53.87M
BEAM 10.9M
DRAUGHT 3.3M
GROSS TONNAGE 1,036GT
ENGINES 2X 1,492KW
CATERPILLAR 3516B-DI TA
GENERATORS 3 X 208KW ZENORO

STABILISERS VT NAIAD MARINE,
ZERO-SPEED
SPEED (MAX/CRUISE) 16/13 KNOTS
RANGE AT 12 KNOTS 5,000NM
FUEL CAPACITY 125,500 LITRES
FRESHWATER CAPACITY 29,600 LITRES
TENDERS 7M PASCOE, SOLAS;
7.2M RIVA ISEO

OWNERS/GUESTS 12
CREW 16
CONSTRUCTION
STEEL HULL; ALUMINIUM SUPERSTRUCTURE
CLASSIFICATION
LLOYD'S ✠ 100 A1, SSC, YACHT (P), MONO, G6, LMC, UMS

ORIGINAL NAVAL ARCHITECTURE
FEADSHIP DE VOOGT NAVAL ARCHITECTS
REFIT EXTERIOR STYLING
STUDIO DE VOOGT; LUXURY PROJECTS
REFIT INTERIOR DESIGN
LUXURY PROJECTS - LAURA POMPONI
ORIGINAL BUILDER/YEAR
FEADSHIP/2006

REFIT SHIPYARD/YEAR
FEADSHIP AMSTERDAM/2024
AMSTERDAM, THE NETHERLANDS
+31 23 524 7000
REFIT@FEADSHIP.NL
FEADSHIP.NL

PRO BOAT

77

TOTAL NUMBER OF YACHTS THAT FEADSHIP HAS DELIVERED TO DATE WITH A LENGTH EXCEEDING 60M

EXPLORER YACHTS SUMMIT

IN ASSOCIATION WITH

DAMEN yachting

Thursday 13 November 2025
Yacht Club de Monaco

TICKETS ON SALE NOW

Talks include:

- A keynote from Blue Origin, the aerospace company founded by Jeff Bezos
- A fresh analysis of the explorer yacht market
- Discussions on new destinations and innovative approaches to extreme-adventure yacht design
- Debate on the rising impact of environmental permits on exploration
- Fireside chats with owners, designers and industry leaders

PREMIUM PARTNERS

CANTIERE DELLE MARCHE explorer yachting starts here
EYOS
EUROPLAN YACHT INTERIORS
MSOS
ICON YACHTS

For more information and tickets, please visit
BOATINT.COM/EYS2025

BOAT International

create. inspire. connect.

b.
SUPERYACHTS
SY
BOAT
International

BOAT Creative is a full-service agency providing conception to direction, photography and video, editorial services, luxury print and marketing collateral, plus events of all sizes.

Find out more: bcreative.studio

Get in touch: bcreative.studio/contact

Voyage

Inspiring your next adventure

BEST BY BOAT

Lucy Dunn finds an authentic slice of paradise in the Côn Đao archipelago off the south-east coast of Vietnam

The world might feel smaller these days, but I have a bone to pick with many modern hotels: they're starting to feel indistinguishable. Tasteful, yes. Comfortable, sure. Luxurious, absolutely. But when you step into a five-star hotel in New York, Shanghai, London or Paris and see the same dark-wood walls, marble floors and orchid arrangements – you could be anywhere. Call me old-fashioned, but doesn't that defeat the whole purpose of travelling?

Six Senses Côn Đao is different. While it has all the comforts of a luxury hotel, it feels unmistakably Vietnamese. Located on the largest of the Côn Đao archipelago's 16 islands, this lush, low-impact resort blends into the landscape as if it's always been here.

Built from weathered teak in the style of local fishing huts, the 150 guest villas stretch along a sandy beach under Lo Voi Mountain. It's barefoot luxury at its best, tucked into jungle alive with Côn Đao black squirrels and long-tailed macaques. *Continued overleaf...*

THIS MONTH: *seven days in the Polynesian kingdom of Tonga / Amalfi's beguiling bottles of Limoncello / high times and history on Croatia's coastline*

CONTINUED FROM PREVIOUS PAGE

Fishing is banned to protect the coral reefs, dugong and the critically endangered turtles that nest on the beach. Lights are kept low, and a 24-hour watch ensures eggs are moved to the resort's sanctuary before being hatched and released. Since 2018, over 30,000 turtles were born here.

Home is a two-storey wooden villa with an outdoor shower, private pool and steps to the beach. It's a pristine, picturesque setting. To keep it that way, single-use plastics are nowhere to be seen, coffee pods are compostable and paper bags are supplied for collecting microplastics. Every resident also gets a bicycle.

SIX SENSES' MISSION IS TO HELP GUESTS FEEL PEACEFUL, REFRESHED AND DEEPLY CONNECTED

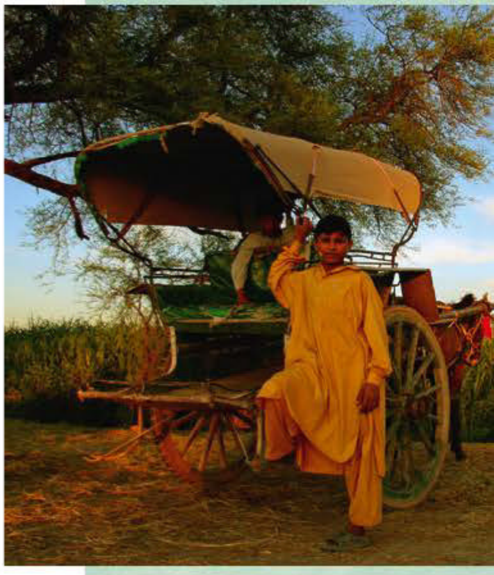
Just a one-hour flight from Ho Chi Minh City, Côn Đao airport can accommodate private jets and helicopters (restrictions apply), and the nearest public marina is five kilometres away. Even easy travel takes a toll – Six Senses' mission is to help guests feel peaceful, refreshed and deeply connected – physically, emotionally and spiritually. Central to this is the recently opened spa on stilts above a lily-filled pond. The holistic menu is designed to support body, mind and sleep – from massages, reflexology and Ayurvedic rituals to modern options like biohacking and sleep apps, along with sunrise yoga and sound baths. Begin with a screening to personalise your journey.

Two restaurants serve Vietnamese and international cuisine, but a "floating breakfast" to your pool or a barbecue to your villa are just a phone call away. Don't leave without trying a black Vietnamese coffee sweetened with condensed milk and the fresh spring rolls and bánh mì sandwiches filled with vegetables from the gardens.

Once home to a prison, the island now draws travellers looking to reflect and unwind. While Southeast Asia's cities pulse with energy – buzzing scooters, bright markets and 24-hour street life – Côn Đao offers something quieter and slower. In a world of copy-paste luxury, Six Senses Côn Đao is that rarest of finds: a place that truly feels like nowhere else. *sixsenses.com*

TONGA

Captain Henry Say of 81-metre sailing yacht *Sea Eagle* charts a course through Tonga's hidden treasures, taking in turquoise lagoons, pristine beaches and cultural encounters



Day One

Fly into Nuku'alofa, Tonga's vibrant capital, where *Sea Eagle* awaits. Let the crew welcome you on board with refreshing cocktails on deck. After lunch, explore the royal palace and local markets or simply soak in the South Pacific atmosphere before setting off for Ha'afeva.

Day Two

Following a 75-nautical-mile cruise, awake before the small island of Ha'afeva, a hidden gem of the Ha'apai group, with pristine beaches and lush tropical landscapes. Snorkel vibrant coral reefs and swim in clear waters. Immerse yourself in traditional Tongan culture with local music, dance and crafts.

Day Three

In the morning, *Sea Eagle* will raise her sails and cruise 30 nautical miles to Ha'ano. After lunch on board, snorkel amid vibrant coral reefs teeming with marine life. Later, wander through coconut-fringed shores and unwind in the island's natural serenity.

PHOTOGRAPHY: GETTY IMAGES; TIM MCKENNA; YVES GLADU/GAMMA-RAPHO VIA GETTY IMAGES; IMAGE PROFESSIONALS GMBH/ALAMY STOCK PHOTO; NIGEL PROSSER/ALAMY STOCK PHOTO; MICHAEL RUNKEL/ALAMY STOCK PHOTO; SOPHIE DE WILDE/GAMMA-RAPHO VIA GETTY IMAGES

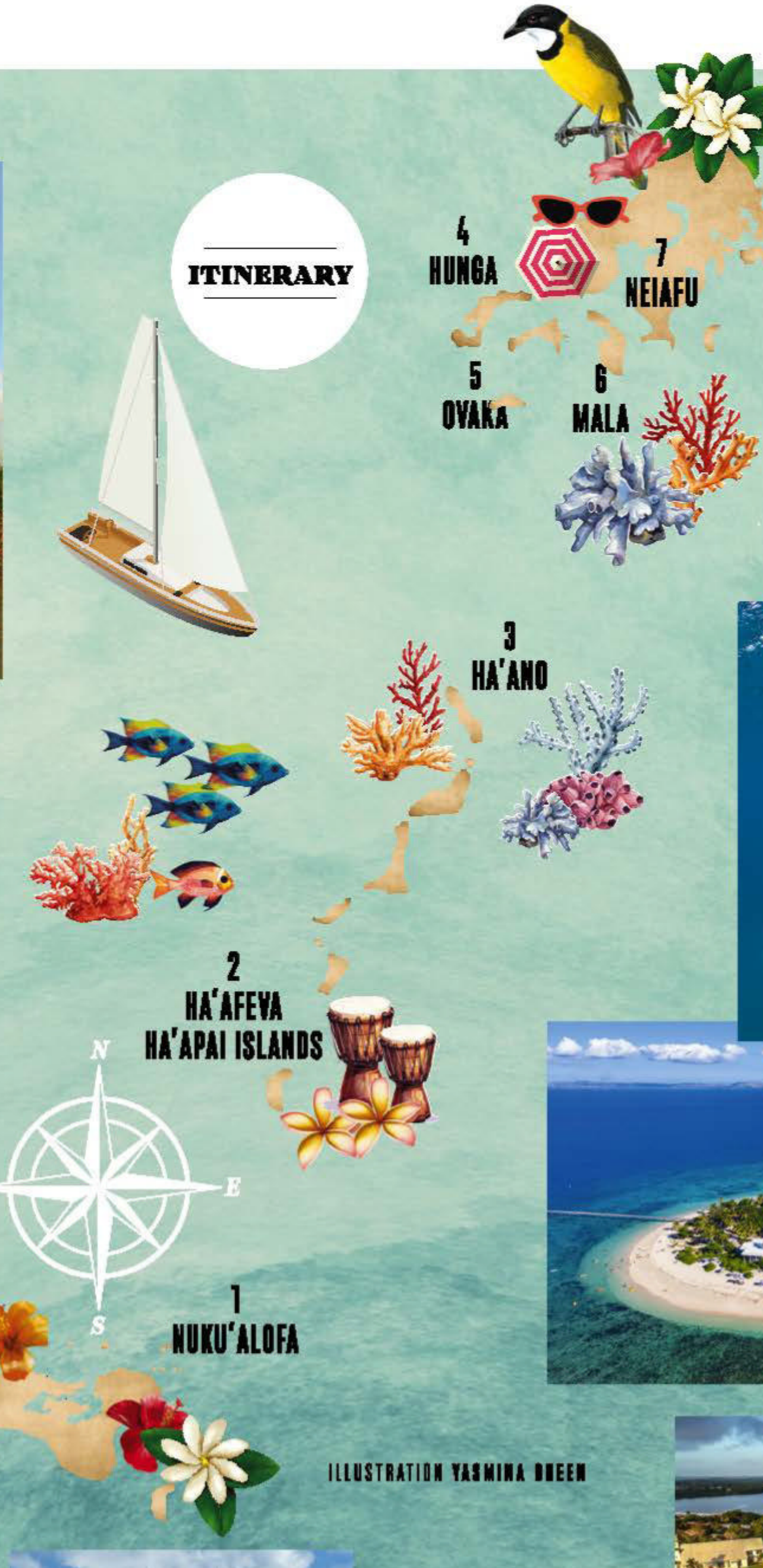


ILLUSTRATION YASMINA GREEN

Day Four

Drop anchor at Hunga, famed for its dramatic volcanic landscapes and crystal-clear lagoons. Dive, snorkel or kayak through vibrant marine life, then hike the green hills for panoramic views. Lunch will be an indulgent barbecue on a secluded beach, then just enjoy lounging on the beach in the afternoon before sundowners on board.

Day Five

Following a short cruise three nautical miles south, awake to the island of Ovaka, home to one of the prettiest bays in the region. Spend the day idling on sunpads, swimming or exploring with *Sea Eagle*'s water toys. Snorkel vibrant reefs or lose yourself in a book under the tropical sun.

Day Six

Having relocated five nautical miles after breakfast, arrive at Mala Island, a private tropical jewel. Surrounded by turquoise waters and coral reefs, snorkel, dive or paddleboard in seclusion. Then wander the lush gardens and savour gourmet Polynesian cuisine.

Day Seven

Conclude your Tongan adventure in Neiafu, a picturesque harbour town framed by emerald hills. Reflect on a week of sun, sea and cultural discovery during your final lunch on board, after which the crew will see you off to the airport.

SEA EAGLE *IS AVAILABLE FOR CHARTER WITH Y.CO*

The Westin Turtle Bay Resort & Spa Mauritius has launched a suite of new sustainability initiatives, from an in-house plant nursery to the flourishing Westin Farm and plant-based culinary programme. ***marriott.com***

1

NEW SEASON

The Four Seasons Resort Mauritius at Anahita is set to reopen following a seven-month, resort-wide refurbishment. Led by interior design studio 1508 London, the work brings a fresh new aesthetic: earthy finishes, tactile fabrics, handcrafted local touches and vibrant accents rooted in Mauritian culture. ***fourseasons.com***

Aqua Expeditions has expanded into East Africa with the imminent launch of Aqua Lares. The 15-cabin expedition vessel offers voyages to Zanzibar and the Seychelles. aquaexpeditions.com

notes

...from the Indian Ocean

3

BEACH BITES

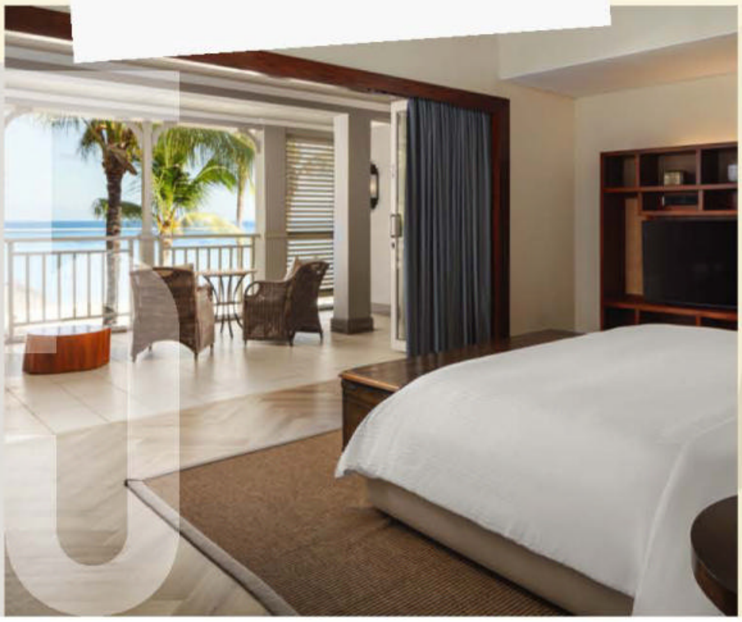
The ultra-secluded Madagascan hotel Voaara, located on Sainte-Marie Island, has unveiled its new restaurant. La Plage is housed under a traditional thatched Malagasy roof and serves Mediterranean dishes with an Asian edge. voaara.com

NEW GROVE
RUM
10

4

A GROOVY KIND OF RUM

Mauritian rum house New Grove has launched a rum portfolio with four new expressions spanning white 18-month aged, three- to five-year blends and an extended Old Tradition range. From £60, newgrove.mu



5

Comeback in Mauritius

The former (and much loved) JW Marriott Mauritius Resort is now The St Regis Le Morne Resort. Following a multimillion-dollar investment, the property reinstates signature St Regis rituals including sunset sabrage and bespoke butler service. New additions include La Pâtisserie French bakery and the 16-guest Grand Beachfront Villa. *st-regis.marriott.com*

PHOTOGRAPHY: ADOBE STOCK; GETTY IMAGES

AMALFI

FINER DETAILS

Georgia Boscawen uncovers the story behind a lemon liqueur steeped in sunshine and sealed in ceramic

Lemon groves cling like bunting to the vertiginous cliffs of the Amalfi Coast. Limoncello is the Campania region's lifeblood – a sun-yellow liqueur as bright as the cliffs themselves. Served ice-cold in tiny glasses, Limoncello is known the world over, but in Amalfi, it's not just the liquid that holds meaning, it's the bottle.

Peer into the windows of local shops in Amalfi or Vietri sul Mare and you'll see hand-painted ceramic bottles, some shaped like lemons. Some are naïvely drawn, others intricately glazed, but all are filled with a liqueur that has been made here for generations. Long before Limoncello became an export, it was a gift homemade and bottled by hand. It was often personalised for births, weddings or local festivals. Even today, each family will have their own recipe, kept as a closely guarded secret.

Hand-painted ceramic Limoncello bottle from Vietri

The key ingredient is the Sfusato Amalfitano, a lemon with an elongated shape and oily, perfumed skin, grown on terraced groves held up by drystone walls. Shielded from the wind by traditional chestnut pergolas, they're still picked by hand and carried out of the groves in baskets. Their peels are steeped in high-proof alcohol then blended with sugar syrup to produce a liqueur that's sharp, floral and unmistakably local.

Some of the oldest producers still use family recipes. At Antichi Sapori d'Amalfi in the middle of town, visitors can walk through the lemon terraces before tasting Limoncello in ceramic bottles made by artisans in neighbouring Vietri. Another option for those cruising along the coast is Valenti Positano, which overlooks the colourful town (with some of the best views). This traditional spot doubles as both a distillery and a ceramics studio, where their bottles are painted on site and can be customised while you wait.

The ceramics themselves have their own story. The village of Vietri sul Mare is the oldest ceramics hub on the coast, its traditions dating back to the 15th century. At Ceramiche Cosmolena and Solimene, the bold glazes and lemon motifs are painted by hand using the same local clay that has been dug from the hills above town for hundreds of years. Today, many traditional Limoncello producers still commission bottles from these studios.

For a glimpse of the process, visit Le Vigne di Raito, an organic lemon and wine estate near Vietri, where tours and tastings illustrate the region's citrus culture. Or stop by Ceramiche d'Arte Carmela in Ravello, where you can choose a design and watch it being fired in the workshop behind the store.

Each bottle is slightly different; some will be rough with brush marks, others gleaming and pristine. You'll find them stacked on counters in ceramic-tiled shops, packed into suitcases as gifts or reused in local homes as water jugs and olive oil decanters. Ask any local and they'll have a favourite Limoncello, although it'll usually be their own family recipe.

LIMONCELLO IS KNOWN THE WORLD OVER, BUT IN AMALFI, IT'S NOT JUST THE LIQUID THAT HOLDS MEANING, IT'S THE BOTTLE

SEA SPA

Cap St Georges, Cyprus

Where is it? On Cyprus's rugged western shore, Cap St Georges feels like the Med's last-kept secret. There's a wildness to this part of the Cypriot coastline that feels deliciously undiscovered. Though it's just a short drive from Paphos, the setting is serene, with an off-the-map feel.

What's the vibe? The moment you step into the hilltop lobby – with its lofty ceiling adorned in glittering Lasvit chandeliers that are pure artworks – and stare out at the sea beyond, you are utterly transported. The hotel's architecture draws from Cypriot tradition: whitewashed walls, local stone and shaded verandas. Interiors give a nod to the surrounding landscape with pale woods, soft linen and natural textures. And many of the hotel rooms have their own infinity pool, allowing you to soak up the views while floating in complete privacy.

What to have? The Cleopatra Spa is fit for a queen. There's also a focus on local herbs, from invigorating rosemary scrubs to calming lavender oil massages. Fully indulge with the signature 120-minute Akamas Journey, inspired by the wild beauty of the Akamas Peninsula. It begins with a full-body polish using 39 potent plant actives – a verdant cocktail of botanicals that invigorates the skin and stirs the senses. A mineral-rich mask made from Cyprus carobs follows, leaving skin luminous and soft. To close, an aromatherapy massage using native herbs eases every knot of tension. Highlights of the spa are the expansive offerings beyond the treatment rooms, from a hydrotherapy pool to cold plunges and sauna and steam rooms.

Best by boat Anchor off the protected bay nearby or tender ashore at the Paphos Harbour Marina. The resort can arrange seamless transfers and even a post-treatment dinner or lunch. *capstgeorges.com*

ANCHORED in TRADITION

Dea Jusufi steps on board 53-metre *Aeterna* to discover why Croatia's quietly captivating coastline has become a mainstay of the Mediterranean charter season

Tourism was non-existent in Croatia only 30 years ago. Years of conflict with the former Yugoslavia meant travellers did not return en masse until the late 1990s. And when attention finally turned to the nation's crystalline waters and charming Renaissance architecture, the country was ill-equipped to handle the curiosity – although this lack of infrastructure would become a part of Croatia's charm.

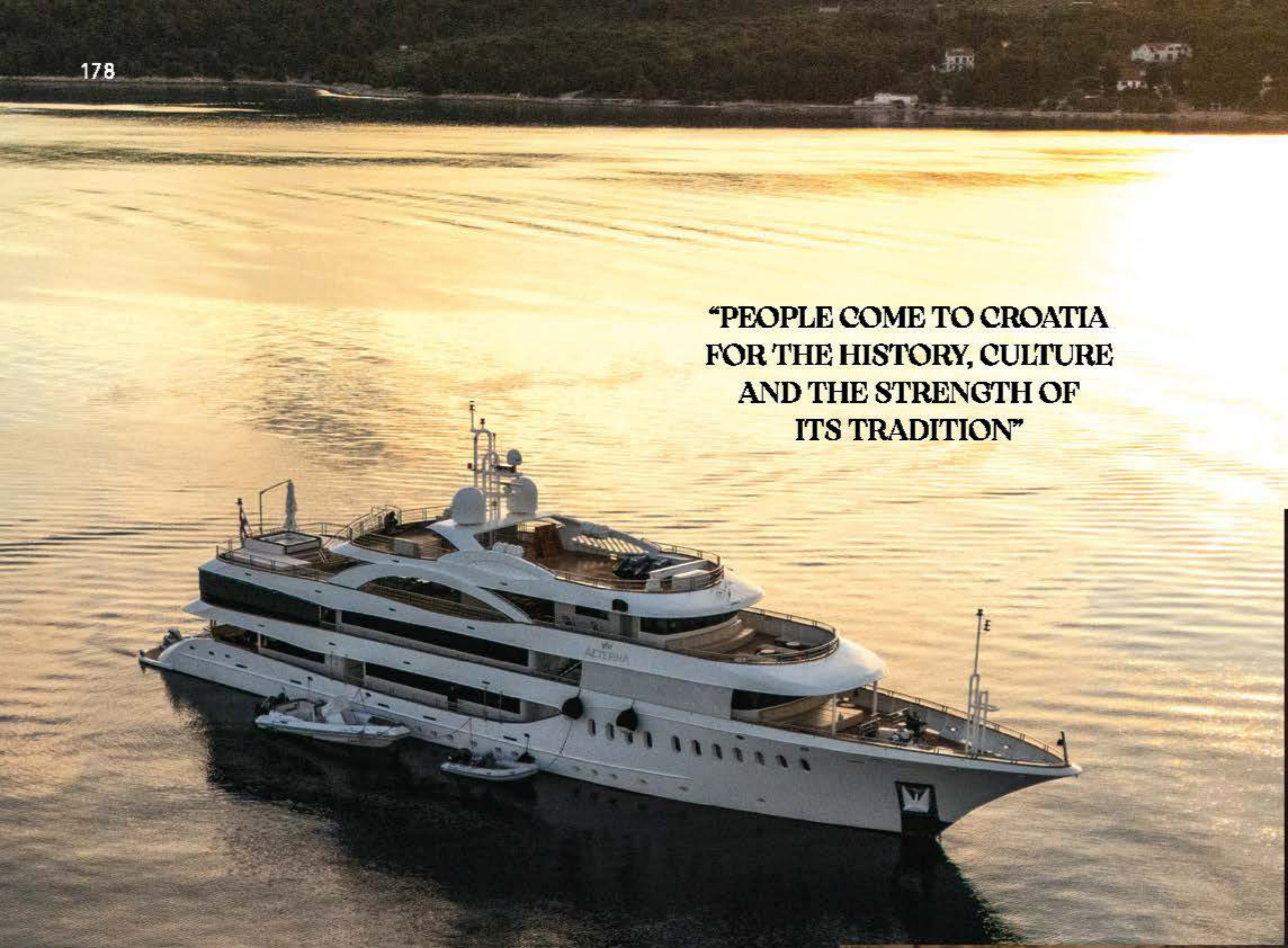
Take the island of Vis, for instance. It became a military base under the communist regime, then went back to nature again. Now home to around 3,300 people, it is full of vineyards: visitors can sample the local produce at Lipanović Winery, which is tucked inside a former military tunnel. They can also scuba dive in search of sunken Second World War aircraft. It's a far cry from Monaco, or the polished hotels and restaurants that proliferate the Amalfi Coast, but, as *Aeterna*'s captain says, chic new openings are not what draw guests to Croatia.

"People come to Croatia for the history, culture and the strength of its tradition," Captain Vedran Rakuljic explains. "That's what makes it different from other Mediterranean holidays."

The 53-metre *Aeterna*, now in her second summer charter season, is docked stern-to on the southern side of Šćedro, a protected, scarcely occupied islet off the coast of Hvar. We're sitting on the main deck aft, one of the outdoor

PHOTOGRAPHY CHRISTOPHER BROWN | OC STUDIOS

>



"PEOPLE COME TO CROATIA FOR THE HISTORY, CULTURE AND THE STRENGTH OF ITS TRADITION"

areas that offers shade. This yacht was clearly built for soaking in the sun. Just below us, I can hear whistles and cheers as the members of my party launch themselves from the swim platform.

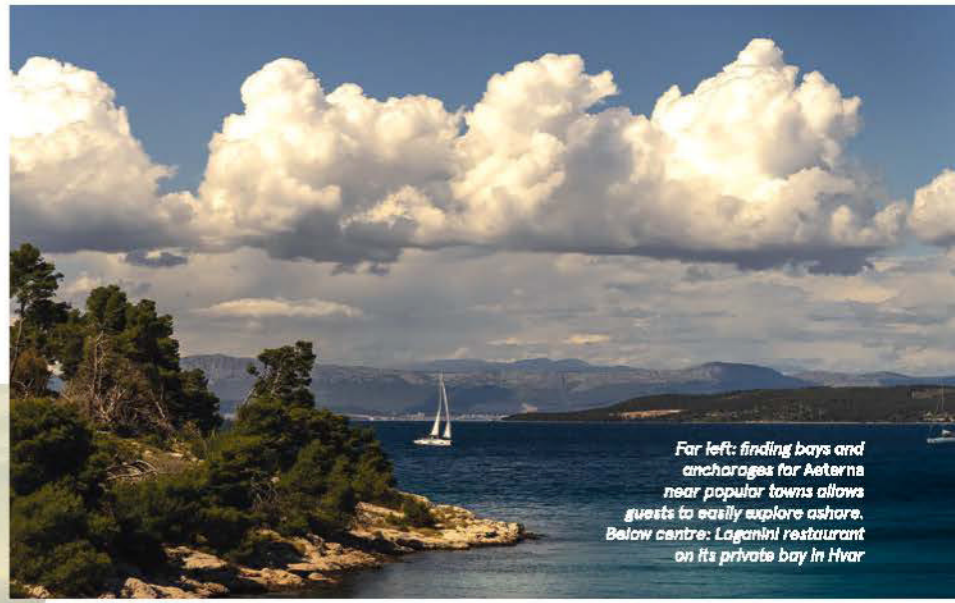
Rakuljic is right, of course. Centuries upon centuries of shifting settlers – the Ottomans, the Romans, the Austro-Hungarian Empire – have shaped Croatia, and its full flush of islands, into a miscellany of dialects, cultures and architectural beauties. And, positioned as she is in the Adriatic Sea, that history is indelibly linked to seafaring. From the electric-blue water of the island of Korčula, boats head to Mljet, where Homer set the shipwreck that stranded Odysseus with the beguiling nymph Calypso, to Grabac Cave, where the first drawing of a European naval ship was found etched into a shard of pottery. Even Hvar, which has gained something of a party reputation, has the mediaeval Arsenale yard and Cypress trees to stand testament to its shipbuilding heritage.

"It is incredibly easy to find a beautiful bay or anchorage in Croatia. This means we can anchor near these cultural towns, and let guests enjoy the best of both worlds," Rakuljic says. "They can swim and enjoy the toys, then later we'll organise tenders to take them for city tours, wine tastings and some historical excursions. All of this is organised in advance."

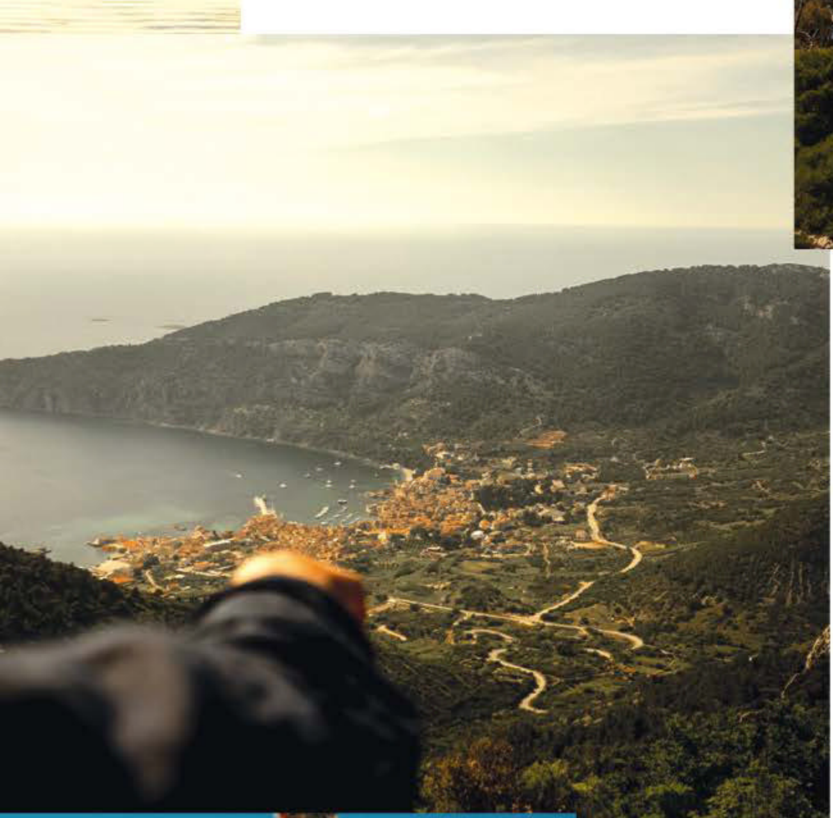
When I ask Rakuljic about his own history, he surprises me. Besides a brief spell in Zagreb (to train for his captain's licence), he has lived in Split all his life. And he has no illusions of greener pastures (or bluer waters) in Cannes or along the US East Coast. "I know my country very well, and I like being able to introduce charter guests to my way of life," he says.

The yacht he captains, *Aeterna*, was built by Radež in 2020 with 18 cabins for 36 guests. "She was more like an on-water hotel than a superyacht," Rakuljic says. "Two years ago, the owner decided to do a huge refit to improve the level of service. I was hired as her captain, but

ADDITIONAL PHOTOGRAPHY: DAMIR KALAJŽIĆ



Far left: finding bays and anchorages for Aeterna near popular towns allows guests to easily explore ashore. Below centre: Laganini restaurant on its private bay in Hvar



I also co-supervised her reconstruction."

Work began in October 2023 and ended just in time for the 2024 summer season. In nine months, the team achieved a remarkable amount of work. "We gutted the rooms, removed some walls and installed her wiring from scratch. Most of the interiors are brand-new, including the main saloon and the master cabin," Rakuljic explains. Eight fewer cabins also meant room for an indoor cinema – a cosy space, complemented by beanbags and board games – and a small but well-equipped spa. The latter is one of two areas where *Aeterna* really shines. A sauna and massage table sit in a pared-back, dimly lit room, with the gentle scent of ginger and tinkling classical music. Danijela Mijuskovic, *Aeterna*'s no-nonsense masseuse, delivers a remarkable deep-tissue massage and recommends I take up swimming for my poor posture (an affliction I didn't know I had).

The other place where this charter sparkles is the galley, led by the modest but talented chef Marino Dikic and his sous chef, Ivica Mazar. Lunches charm in quantity and quality. *Aeterna* serves family-style portions of tender lamb ragu, roasted feta soup, grilled prawns and buttery fillets of the native amberjack. Dishes are more refined in the evenings and include all the crowd-pleasers (think Cadoret oysters and Wagyu tartare). But the highlight is my final night, when *Aeterna* leans into her heritage with a Dalmatian dinner. Anchovies are the first course, locally sourced and bathed in a light tomato and olive oil broth. Then follows a fragrant white fish brodetto, a creamy polenta and the pasticada – a braised veal dish that breaks easily under my spoon. It's almost too much when dessert comes, but the whipped white chocolate ganache is feather-light and sprinkled generously with walnuts and dry figs.

The high standard of gastronomy on board precludes the need for local restaurant recommendations. But for charter guests looking for culinary excursions, Rakuljic has curated a select few across Croatia's many islands.

"Konobo Maha on Korčula is my favourite spot for traditional Croatian cooking," he says, recommending the octopus peka above all else on the menu. For a late lunch, the thatched-roof Laganini is the hip place to be, perched on a private bay in Palmižana, Hvar. Its billowy cabanas can be reserved for larger groups, with bartenders able to shake up every cocktail under the sun. The number-one spot, however, is BOWA. Located half an hour from Dubrovnik, the on-water restaurant has its own private pebble bay, as well as a dock for smaller yachts. "They don't have any facilities – not even electricity," Rakuljic explains excitedly. "Each morning, they prepare everything on the mainland and transport it over. The menu is small, but the dining experience is so unique."

A sudden splash interrupts our conversation. Briefly distracted, I glance over the port railing to see a member of my party trying – and failing – to use the e-foil. Another virtue of *Aeterna*'s

CENTURIES OF SHIFTING SETTLERS HAVE SHAPED CROATIA INTO A MISCELLANY OF DIALECTS, CULTURES AND ARCHITECTURAL BEAUTIES

Left: Aeterna was refitted for the 2024 summer season. Top: Croatia is a blend of cultures and architecture from its diverse history. Above: the yacht stern-to in Croatia. Below: restaurant Konoba Maha on Korcula

ADDITIONAL PHOTOGRAPHY: ANDRO TASOVAC

comprehensive refit is her toy box, which has been stocked with all the latest gadgets. Guests can have some high-octane fun on the jet skis, Sea-Doos and Seabobs, or lounge by the inflatable jellyfish-proof pool. I had seen a handful of them while snorkelling, as well as a cloud of striped sea bream and the glinting shell of a sea turtle. "It's a little cold for me," Rakuljic laughs, joining me in watching the watersports. The preferred month for a little peace (and lots of warmth) is September, but those looking for buzzing nightlife are encouraged to book during the peak season, particularly July and August.

This time of year, in May, the sea still feels like a revelation to me. *Aeterna* can anchor beside any number of Croatia's rugged islets, which are green-tufted and gently curved for natural protection from the elements. The clear ocean surface is as still as bathwater, and the only company *Aeterna* has for the entire trip is the occasional small sailing yacht or speedy catamaran. Lithe and white, they glide past our four decks the way remora fish circle a whale.

A week on board *Aeterna* is priced from €119,000. It's economical considering her capacity. "We're fully booked from mid-May to the end of September," Rakuljic says. That's approximately 15 charters, with 24-hour turnarounds in between. "We get to enjoy *Aeterna* a little before and after the season, but not during. We're far too busy for that." When I ask him what the crew gets up to on their days off – they only have three this summer – Rakuljic says, "sleep, swim and get some sun." What more could you ask for? □

Aeterna *is available for charter with TWW Yachts. twwyachts.com*

> “TO SET FOOT ON ICELAND IS LIKE STEPPING INTO A DREAM WHERE THE MARVELLOUS AND THE REAL ARE ONE”
>
> **WILLIAM MORRIS**

Crafted from upcycled leather and lined with soft cashmere, these mittens are warm, durable and one of a kind. €182, kirs.is

Made from Icelandic salmon leather, this handmade bag is lightweight, strong and an environmental statement. €279, kirs.is

The Álafoss blanket is constructed from pure Icelandic wool – perfect for cool nights cruising the fjords. €150, alafoss.is

Ceramicist Kogga (Kolbrún Björgólfsdóttir) harnesses ash and mineral glazes that yield glacier whites, moss greens and obsidian blacks. This Mother Earth showpiece is inspired by Iceland’s elements and unique landscape. €1,551, kogga.is

Reykjavík fragrance house Fischersund bottles scents that are redolent of the towns of Iceland. No.23 is the cult favourite; inspired by Old Reykjavík it evokes the essence of oil-stained hands, salty ocean air and the aroma of pipe tobacco. £166, fischersund.com

Made from reinforced stainless steel, this one-litre vacuum flask keeps drinks hot or cold for 24 hours, and has two double-walled stainless-steel cups. £50, black-blum.com

Iceland’s century-old outerwear brand 66°North has launched a collaboration with LVMH Prize finalist Charlie Constantinou. This quilted jacket is crafted using deadstock fabric and a three-day mineral dye process with clays and rocks. £2,175, 66north.com

Iceland’s hot picks

Georgia Boscawen gathers the freshest finds to spring from the Land of Fire and Ice

MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

PELORUS*

377'/115m LURSSEN 2003/2025

ATTESSA IV*

332'/101m WYG 2010

I DYNASTY*

331'/100.8m KUSCH 2015/2025

WWW.MERLEWOOD.COM

PHONE: +1-954-525-5111 • MWOOD@MERLEWOOD.COM

*Not offered for sale or charter to U.S. residents while in U.S. waters unless under a boat show bond or in an FTZ.

MERLE WOOD & ASSOCIATES
SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

FT. LAUDERDALE BOAT SHOW
for Sale & Charter
221'/68m Icon 2010/2020 **LOON***

210'/64m Feadship 1999/2020 **LADY MARINA***

FT. LAUDERDALE BOAT SHOW
for Sale
190'/58m A&R 2007/2023 **AMARAL***

FT. LAUDERDALE BOAT SHOW
for Sale
182'/55.5m Damen 2020 **GENE CHASER***

164'/50m ISA 2012/2022 **BELLE ANNA***

for Sale & Charter
164'/50m Proteksan 2002/2022 **MOSAIQUE***

SUPERYACHT SPECIALIST MERLE A. WOOD
JOHN COHEN | RODD TAYLOR | JIM MCCONVILLE | JARRETT HIEBERT
IAIN LAWRIE | JEFF GONOS | DARREN DATSON | BILLY SMITH | TIM LAUGHRIDGE | ASHTON BUEHLER

for Charter
162'/49m Codecasa 1998/2018 **TE MANU***

FT. LAUDERDALE BOAT SHOW
for Sale & Charter
138'/42m Richmond 2004/2023 **MISS STEPHANIE**

FT. LAUDERDALE BOAT SHOW
for Sale & Charter
130'/40m Christensen 1993/2022 **SWEET ESCAPE**

FT. LAUDERDALE BOAT SHOW
for Sale
NEW CENTRAL
102'/31m Kuipers Woudsend BV 2008 **BEOTHUK**

FT. LAUDERDALE BOAT SHOW
for Sale & Charter
(2) 100'/30m Hatteras 2003 & 2005

FT. LAUDERDALE BOAT SHOW
for Sale & Charter
98'/30m Sunseeker 2010/2020 **EMRYS**

IN BOAT SHOW OR IN THE AREA

*Not offered for sale or charter to U.S. residents while in U.S. waters unless under a boat show bond or in an FTZ.

www.MERLEWOOD.com
PHONE: +1-954-525-5111 • FAX: +1-954-525-5165 • WEB@MERLEWOOD.COM

www.MERLEWOOD.com

WE INVITE YOU TO VISIT US OCTOBER 29 - NOVEMBER 2, 2025 AT THE
FORT LAUDERDALE INTERNATIONAL BOAT SHOW

for Sale & Charter

208'/63.5m Benetti 2006 **LIONESS V***

for Sale & Charter

197'/60m Lurssen 2010/2024 **BELLA VITA***

FT. LAUDERDALE BOAT SHOW
for Sale

180'/55m Amels 2013 **GENE MACHINE***

for Sale & Charter

171'/52m Amels 2004/2024 **NITA K II***

for Sale & Charter

154'/47m Dunya 2024 **KING BENJI***

for Sale & Charter

141'/43m CRN 2001/2024 **TITIAN PEARL***

SUPERYACHT SPECIALIST MERLE A. WOOD
JOHN COHEN | RODD TAYLOR | JIM MCCONVILLE | JARRETT HIEBERT
IAIN LAWRIE | JEFF GONOS | DARREN DATSON | BILLY SMITH | TIM LAUGHRIDGE | ASHTON BUEHLER

FT. LAUDERDALE BOAT SHOW
for Sale & Charter

121'/37m Benetti 2013 **NAMASTE**

108'/33m Burger 2001/2019 **DREAM CATCHER**

104'/32m Westport/Crescent 2000 **REPOSADO**

FT. LAUDERDALE BOAT SHOW
for Sale

92'/28m Paragon 2006/2024 **SEAS TO SEA**

FT. LAUDERDALE BOAT SHOW
for Sale & Charter

90'/27m Riva Argo 2019 **BEYOND BEYOND**

FT. LAUDERDALE BOAT SHOW
for Sale

85'/26m Ferretti Custom Line 2013 **SLAINTE III**

IN BOAT SHOW OR IN THE AREA

*Not offered for sale or charter to U.S. residents while in U.S. waters unless under a boat show bond or in an FTZ.

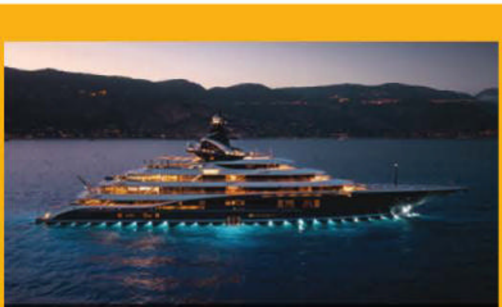
www.MERLEWOOD.com
801 SEABREEZE BLVD • BAHIA MAR YACHTING CENTER, SUITE C • FORT LAUDERDALE, FL 33316

MORAN
YACHT & SHIP

TASIA **158' (48m) Feadship | FOR SALE**

The 158' Feadship TASIA (formerly GITANA) is offered for sale in turnkey condition following a comprehensive refit finishing in 2024. The extensive work includes new paint, an engineering overhaul, and a complete interior refit, making her truly ready for immediate enjoyment.

MORANYACHTS.COM | SALES@MORANYACHTS.COM | +1 954.768.0707


400' (122M) LURSSEN | KISMET DELIVERED

377' (115M) LURSSEN | AHPO *FOR SALE

350' (106.7M) OCEANCO | BLACK PEARL DELIVERED

311' (95M) LURSSEN | CC-SUMMER *FOR CHARTER

223' (68M) CRN | PROJECT 146 UNDER CONSTRUCTION

201' (61M) LURSSEN | MARGUERITE *FOR SALE AND CHARTER

200' (61M) ROYAL HAKVOORT | ASIA DELIVERED

196' (60M) AMELS | ENTOURAGE *FOR CHARTER

196' (60M) AMELS | MEMORIES *FOR CHARTER

163' (50M) MANGUSTA | FELICITÀ *FOR SALE

151' (46M) BAGLIETTO | MEDIALLY *FOR SALE & CHARTER

131' (40M) FEADSHIP | LADY SANDALS *FOR SALE

118' (36M) AB YACHTS | FIVE WAVES *FOR SALE

109' (33.3M) MANGUSTA | MYSTERE *FOR SALE

93' (28.5M) RIVA | MEMORIES *FOR SALE & CHARTER

88' (27M) PRINCESS | LADY J *FOR SALE

87' (26.7M) SANLORENZO | BELLE DE NUIT *FOR CHARTER

38' (11.85M) WAJER 38 *FOR SALE

* Not offered for sale or charter to U.S. residents while in U.S. waters

Bernard Gallay
Yacht Brokerage

131ft J Class Replica
RAINBOW

2012. Major Refit 2022/2024.
RAINBOW, the spectacular J, multiple award-winning J Class yacht, was based on William Starling Burgess' original Rainbow, winner of the America's Cup in 1934.

Her impressive track record, eco-consciousness, and technique, as well as her luxury comfort and style make her one of a kind within J Class. Whether RAINBOW is used for racing or cruising; sailing with her is always an unforgettable experience!

The aluminium hull meets all the requirements of Lloyds Register, MCA Classification and the J Class Association.

130ft ONYX 2

1990. ONYX 2 offers amazing space and comfort for those on board to cruise anywhere in the world. She is seaworthy, well-built and well-equipped. She accommodates up to 12 guests in 6 cabins and 7 crew in 3 cabins. She further features an impressive deck house which offers an incomparable interior space. Her draft of only 3.5 m allows her to access most anchorages. She is equipped with a great 600 HP Deutz main engine rebuilt in 2022 and 2 new 250 HP Volvo auxiliary engines.

125ft Nicolini CHEETAH MOON

1986. Refit 2012 & 20. CHEETAH MOON is a 38m Steel/Aluminium Displacement Motor Yacht built by the famous Cantiere Navale Nicolini.

5 cabins accommodate 10 guests with 7 crew. She is in excellent condition and continuously maintained to a very high level. In 2012, new engines CAT C32 and 2x Kohler 80kW generators were installed.

Benetti Dolfino 93 SEA BEAR

2013. The Benetti Delfino 93 SEA BEAR presents a rare opportunity to own a yacht in exceptional condition. Having never been used for charter and only taken on short trips, she has been meticulously maintained, with recent updates including all new seacocks. Her interior offers a fresh and inviting atmosphere. Designed by the renowned Stefano Righini, with luxurious interiors by Carlo Galeazzi, the yacht blends elegance with functionality.

Leopard 27 NOTORIOUS

1997 Refit: 2023. NOTORIOUS has impressive speed and great efficiency thanks to her planning hull. Powered by twin MTU engines, she comfortably cruises at 27 knots, reaches a maximum speed of 34 knots, with a range of up to 500 nautical miles. Her 1.35m draft makes her primed for accessing shallow areas and cruising close to the shorelines. She offers guest accommodation for up to 6/8 guests with a Master suite, a VIP cabin, and a twin cabin (+ 2 Pullmans), and crew accommodation for up to 3.

FRANCE
Montpellier (Head Office)
Tel +33 467 66 39 93
info@bernard-gallay.com

Paris
paris@bernard-gallay.com
Cannes & Monaco
nicolas.marchand@bernard-gallay.com

SPAIN
Palma de Mallorca
youri.loof@bernard-gallay.com

Yachting in Style
with Peace of Mind

SALE, CHARTER & MANAGEMENT
Also specialises in Transoceanic Charter
www.bernard-gallay.com

2023. This innovative hull is the result of precision work, quality and attention to detail, offering outstanding performance, elegant design and luxurious comfort.

She has been designed and engineered for high-speed sailing in all wind and sea conditions. She offers all her guests breathtaking sensations in comfortable and safe conditions. FANCY can accommodate up to 9 people in a Master suite, a VIP cabin and 2 double cabins (one featuring an additional pullman bed). On deck, FANCY has an exceptional swimming platform, as well as spacious relaxation and dining areas, that are both elegant and designed to maintain a high standard of service.

Swan 108
FANCY

Photos © Eva-Stina Kjellman

114ft SOJANA

2003. Refit 2023. SOJANA is offered in exceptional condition. **This Farr-designed performance carbon ketch is maintained fastidiously and has excellent accommodation for 6-8 guests.** This one-off designed sailing yacht offers a perfect blend of exhilarating cruising, fast ocean passage making, and regatta-winning pedigree. She benefits from exceptional equipment, most of it having been upgraded recently: new sails, new Carbo-Link standing rigging, new main engine, etc.

Wally 107 SPIRIT OF MALOUEN X

2012. Designed by Judel Vrolijk and built at Green Marine in the UK, she was originally launched as the first Wallycento, HAMILTON and was later extended by 7 feet to improve her performance.

She has since been constantly upgraded to excel both in Mediterranean cruising and competitive racing, whether inshore on the Maxi Circuit or in offshore events like the Middle Sea Race and the RORC600 in the Caribbean. Notably, she claimed victory in the Maxi Class at Les Voiles de St Tropez in 2022.

Maxi Dolphin 100 NOMAD IV

2013. Refit 2024. Having won the Showboats Design Award 2014, NOMAD IV is a fantastic sailing yacht that functions superbly for either racing or cruising with a short-handed crew.

She sailed around the world and the Antarctic. She is built entirely out of carbon by Maxi Dolphin in Italy from a design by the well-known architects Finot-Conq-De Premorel. NOMAD IV is a 100ft extrapolation from the Vendee Globe Imoca 60. She won the gold medal for the RORC Transatlantic 2015.

Cannes Yachting Festival & Monaco Yacht Show 2025!

Sunreef 80 Eco APOLLO 99

2023. APOLLO 99, represents the pinnacle of sustainable luxury yachting, presenting cutting-edge green technology and an ultra-modern design.

Built by the renowned Polish shipyard, Sunreef Yachts, this brand-new sailing catamaran offers an eco-friendly cruising experience without compromising on luxury. With a beam of 11.53m, she delivers expansive living spaces, panoramic views throughout.

ITALY
andrea.caracci@bernard-gallay.com

USA
California
california@bernard-gallay.com

Bernard Gallay Yacht Brokerage
1 rue Barthez - 34000 Montpellier - France
+33 467 66 39 93 - info@bernard-gallay.com
www.bernard-gallay.com

MYBA

ATOMIC

209' (64m) | VSY | 2020 | $49,9000,000

MARK ELLIOTT • MARK@IYC.COM • +1 305 794 1167

TO FIND OUT MORE
ABOUT THE TOP SALES DEALS ON THE MARKET
VISIT IYC.COM

ON DISPLAY
AT FLIBS 2025

LA DEA II
161′ (49m) | Trinity | 2007 (2025) | $15,900,000
KEVIN BONNIE
KBONNIE@IYC.COM • +33 616 39 19 59

CARTE BLANCHE
161′ (49m) | Christensen | 2009 (2023) | $24,900,000
MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

ON DISPLAY
AT FLIBS 2025

STEALTH
149′ (46m) | Palmer Johnson | 2010 (2022) | $12,999,000
JOSH MARSHALL
JMARSHALL@IYC.COM • +1 954 658 6900

ON DISPLAY
AT FLIBS 2025

OCEANIC 143
143′ (43m) | Canados | 2023 | €21,900,000
KEVIN BONNIE
KBONNIE@IYC.COM • +33 616 39 19 59

ON DISPLAY
AT FLIBS 2025

SEA AXIS
125′ (38m) | Heesen | 1986 (2025) | $4,499,000
JAMIE SWAINE
JSWAINE@IYC.COM • +44 7717 157 003
JOSH MARSHALL
JMARSHALL@IYC.COM • +1 954 658 6900

ON DISPLAY
AT FLIBS 2025

IRIDESCENCE
100′ (31m) | Ocean Alexander | 2020 | $8,200,000
MATTHEW STONE
MSTONE@IYC.COM • +1 954 854 6153

ON DISPLAY
AT FLIBS 2025

CONTESSA
98′ (30m) | Sunseeker | 2024 | $14,900,000
MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

INTO THE SUNSET
87′ (26m) | Sunseeker | 2024 | $7,499,000
ADAM LEVINE
ALEVINE@IYC.COM • +1 954 609 6135

THE INTERNATIONAL YACHT COMPANY
YACHT SALES | CHARTER | MANAGEMENT | CREW | INSURANCE
IYC.COM | INFO@IYC.COM

IYC

MAR

BENETTI | 2020 | 107M / 351'1"
16 GUESTS | **€195M**
ANDREW BOND
+44 7734 405944
AHB@EDMISTON.COM
JONATHAN BARBE
+33 678 94 92 64
JB@EDMISTON.COM

LONDON
MONTE CARLO

NEW YORK
MIAMI

NEWPORT
MEXICO CITY

SAN JOSÉ DEL CABO
EDMISTON.COM

EDMISTON

OLYMPUS
55m › 180′ › FEADSHIP › 1996/2025
€ 19,750,000*
STUART.LARSEN@FRASERYACHTS.COM
+1 954 328 6553

BELONGERS
50m › 164′ › COUACH › 2014
€ 12,900,000 › EU VAT PAID
DENNISF@FRASERYACHTS.COM
+33 6 07 04 26 60

ALASKA OF GEORGE TOWN
44m › 144′ › SHIPWORKS BRISBANE › 2004/2015
$ 6,900,000
ALEX.KRIK@FRASERYACHTS.COM
SOTIRIS.KONSTANTAKIS@FRASERYACHTS.COM

NEW CENTRAL AGENCY

ALAIA
42m › 137′ › FEADSHIP › 1986/2022
€ 10,800,000
DAVID.LEGRAND@FRASERYACHTS.COM
+33 6 80 86 25 36

DEBRA ONE
30m › 98′ › PERMARE › 2013
€ 3,900,000 › EU VAT PAID
REMY.BECQUET@FRASERYACHTS.COM
+33 6 86 15 95 40

NEW CENTRAL AGENCY

REBECCA V
26m › 85′ › BENETTI › 2009
€ 2,450,000
ANTON.FARBER@FRASERYACHTS.COM
+33 6 07 93 20 40

FRASER

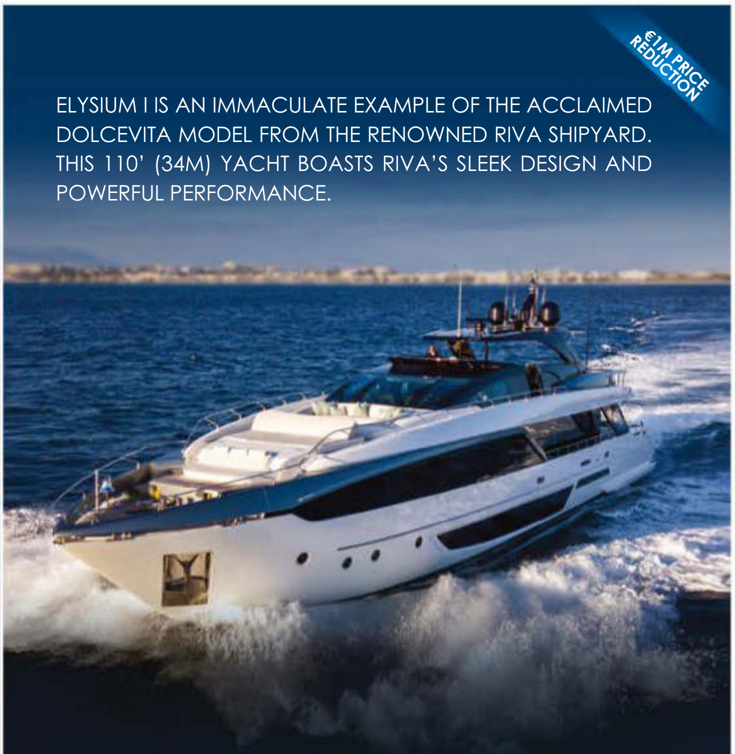
SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 21 OFFICES WORLDWIDE

Not offered for sale or charter to U.S. residents while in U.S. waters.

TITIAN PEARL EXUDES MODERN LUXURY AND ELEGANCE FOLLOWING A RECENT EXTENSIVE REFIT. THIS LARGE VOLUME 43M CRN TRI-DECK BOASTS A STUNNING NEWLY DESIGNED INTERIOR AND EXPANSIVE SHADED DECK SPACES PLUS A RE-DESIGNED SUNDECK WITH BAR.

TITIAN PEARL I 43m CRN Ancona I 2001 (Refit 2024) I France I €9,950,000
Tom Barnes I +33 620 18 17 34 I tom@bluewateryachting.com

ELYSIUM I IS AN IMMACULATE EXAMPLE OF THE ACCLAIMED DOLCEVITA MODEL FROM THE RENOWNED RIVA SHIPYARD. THIS 110' (34M) YACHT BOASTS RIVA'S SLEEK DESIGN AND POWERFUL PERFORMANCE.



ELYSIUM I I 33.53m Riva I 2019 I Mallorca I €9,990,000
Tom Barnes I +33 620 18 17 34 I tom@bluewateryachting.com

ENDLESS SUMMER IS THE FINEST EXAMPLE OF THE BENETTI TRADITION 100 ON THE MARKET TODAY. ACCOMMODATION FOR 9 GUESTS IN 4 LUXURIOUS STATEROOMS AND INCREDIBLE EXTERIOR SPACE OVER 3 DECKS.

ENDLESS SUMMER I 30.23m Benetti I 2006 I France I €2,950,000
Tom Barnes I +33 620 18 17 34 I tom@bluewateryachting.com

THE LEGENDARY RIVA BOATYARD WAS ESTABLISHED IN 1842 ON LAKE ISEO IN SARNICO, ITALY. THE ICONIC RIVA 100' CORSARO IS AN ADVENTURE IN PERFECTION. CORSARO – THE CORSAIR – IS MUCH MORE THAN JUST A NAME.

MAXIMUS I 30m Riva I 2021 I France I €8,500,000
Irina Blagodyr I +33 620 16 40 56 I irina@bluewateryachting.com

bluewater

BROKERAGE@BLUEWATERYACHTING.COM I CHARTER@BLUEWATERYACHTING.COM I **WWW.BLUEWATERYACHTING.COM**

ANTIBES I DUBAI I MONACO I PALMA I ZUG

FOUNTAINE PAJOT THIRA 80 2023
Galley down,1 master, 4 guest cabins + crew
€7.500.000 ex. VAT
panos@atalantamarine.com

NAUTOR SWAN 78 2020
Top condition, North Sails 3Di, Fully loaded
€6.800.000 VAT Paid
gertsos@atalantamarine.com

FERRETTI 112 CUSTOM LINE 2002
6 cabin layout. Refit 2022
€3.690.000 VAT Paid
ddeligiannis@atalantamarine.com

FERRETTI 112 CUSTOM LINE 2006
Total Refit 2023, Zero speed stabilizers
€3.550.000 ex. VAT
skorais@atalantamarine.com

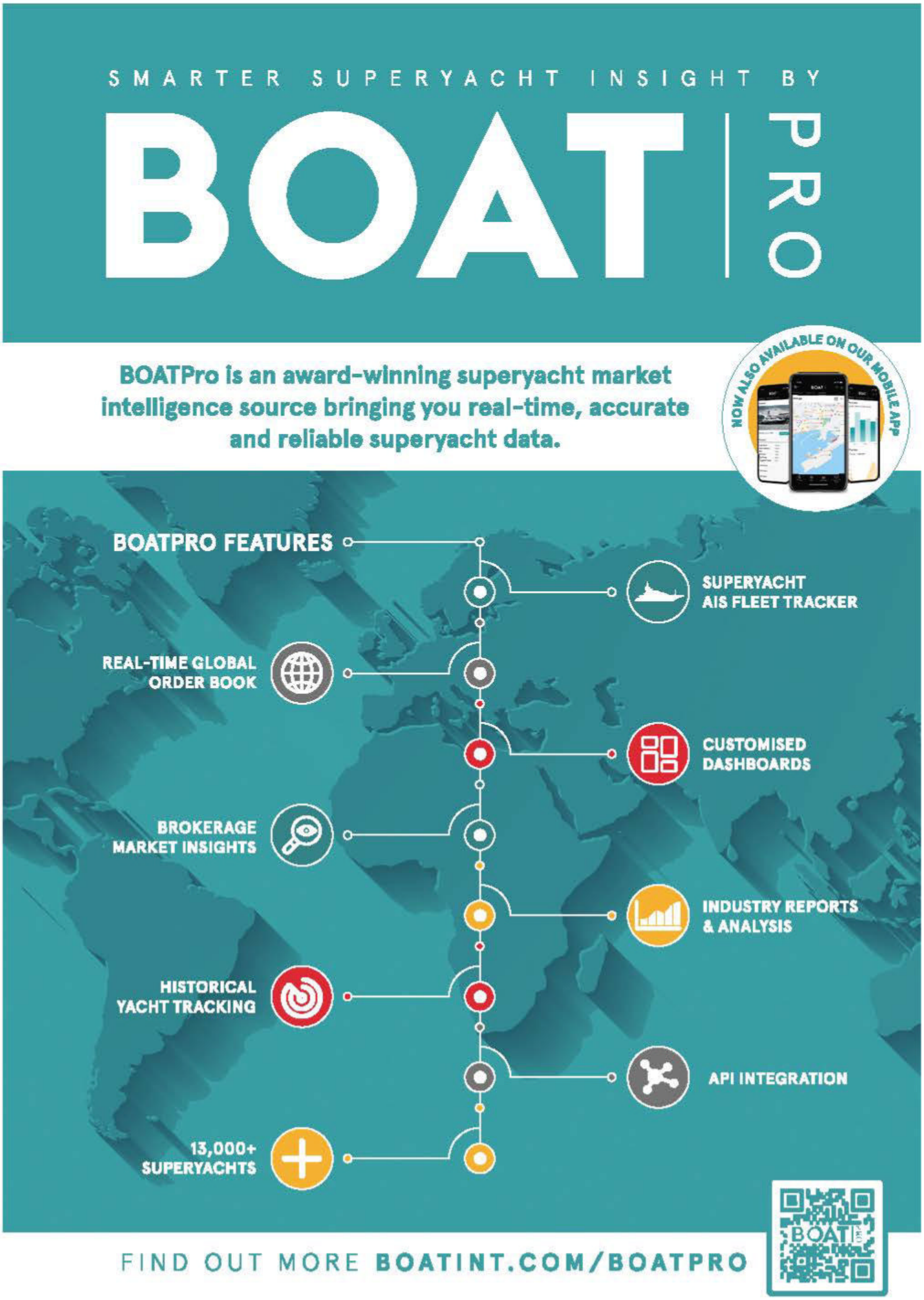
SAN LORENZO SL94 2013
Great value for money, Only Privately used
POA
skorais@atalantamarine.com

PRESTIGE M48 2024
Full extras, Tip Top condition
POA
nicolas.ertsos@atalantamarine.com

ATALANTA
Marine

BROKERAGE MANAGEMENT DEALERSHIPS AGENCY INSURANCE

www.atalantamarine.com
+30 210 99 10 722



SMARTER SUPERYACHT INSIGHT BY

BOAT | PRO

BOATPro is an award-winning superyacht market intelligence source bringing you real-time, accurate and reliable superyacht data.

NOW ALSO AVAILABLE ON OUR MOBILE APP

BOATPRO FEATURES

SUPERYACHT AIS FLEET TRACKER

REAL-TIME GLOBAL ORDER BOOK

CUSTOMISED DASHBOARDS

BROKERAGE MARKET INSIGHTS

INDUSTRY REPORTS & ANALYSIS

HISTORICAL YACHT TRACKING

API INTEGRATION

13,000+ SUPERYACHTS

FIND OUT MORE **BOATINT.COM/BOATPRO**

SUNSEEKER 116 YACHT

OUT OF THE BLUE

€10,250,000 Ex. Tax | 2020

Listing Broker: Christopher Head | christopherhead@sunseekerlondon.com | +44 (0) 777 472 9652

SUNSEEKER 88 YACHT

IMPLUSE

£5,495,000 Ex. Tax | 2022
Listing broker: Richard Tilley
richard@sunseekerlondon.com | +44 (0) 7785 347116

SUNSEEKER 95 YACHT

FAFY

£5,500,000 Ex. Tax | 2023
Listing Broker: Gary Cleaverly
gary@sunseekerlondon.com | +44 (0) 777 887 8886

UK | France | Monaco | Italy | Spain | Portugal | Germany | Malta | Morocco | Tunisia | Croatia | Montenegro | Greece | Cyprus | Turkey | Egypt | Switzerland | Poland | Bulgaria

Buy with Confidence

sunseekerbrokerage.com | info@sunseekerbrokerage.com

Sunseeker Brokerage

SUNSEEKER 34M | ARAGO

£3,650,000 + VAT | Croatia

2009 splash built to RINA and now Croatia Register of Shipping classified, unmistakeable good looks from Don Shed, she is the business. Rocket power supplied by twin 2,400bhp MANs, lovely high gloss American Walnut interior with space for 16 including crew in 8 cabins. Epic exterior space planning above and below decks too. Awesome.

UK | +44 (0)1590 679222 | brokers@berthon.co.uk

YACHTING, SIMPLIFIED

The Berthon team is close knit, more of a family, backed by a strong and secure group. We are passionate about our yachts and delivering the best possible service to our clients. With local offices around the globe, we're here to guide you, connecting you to our amazing Berthon fleet of yachts. You'll feel the Berthon difference – a warm, collaborative approach, where making the purchase and sale process an enjoyable one, is simply part of who we are.

EXPLORE OUR FULL FLEET

150+ YACHTS FOR SALE

2,500+ HAPPY CLIENTS

55% REPEAT BUSINESS

1877 MDCCCLXXVII YACHTING SINCE

OYSTER 82' | BILL AND ME

€1,500,000 | Mainland Spain

#12 of the series, these yachts have won hearts and minds the planet over for their powerful sailing, good sea manners, comfort and intelligent space below. Substantially reworked in this ownership including rig, systems and interior. Proper yacht, the orange paintwork gleams!

UK | +44 (0)1590 679222 | brokers@berthon.co.uk

MARTEN 80' | NIMROD

€998,500 + VAT | Mainland Spain

Judel Vrolijk, built Down Under in 2001. Carbon build and rig with in-boom, she is powerful and fleet. Lovely teak interior, disembowelled and rebuilt 2012 and again 2022, little of the original yacht remains. No stress, plug and play 80 footer, your chariot awaits.

UK | +44 (0)1590 679222 | brokers@berthon.co.uk

SWAN 68' | DEFIANCE

€565,000 | Italy

What Nautor does best, a world cruising yacht that can have a crack at the regatta circuit whilst circulting the planet. In glorious flag blue, she hatched 1992 and is now only with her fourth owner, who loves and has cherished her. In return she has taken him far.

SPAIN | +34 639 701 234 | brokers@berthon.co.uk

DISCOVERY 58' | LUNA OF SARK

US $1,195,000 + VAT | Mainland Spain

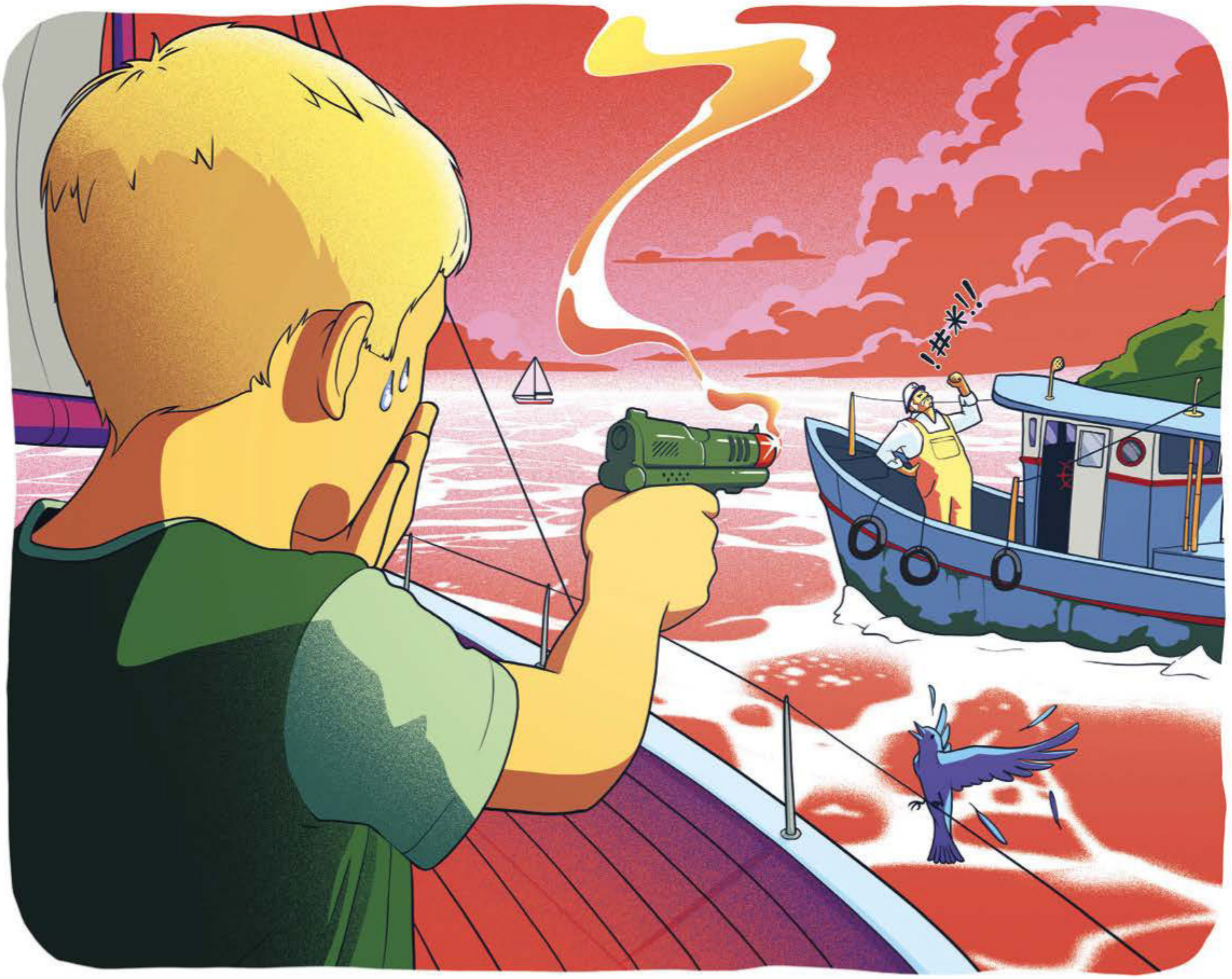
#2 of this iconic sisterhood of bluewater cruising yachts from Ron Holland. 2015 splash, we know her well and she is in remarkable condition. Nice updates this season, with space enough for social cruising, yet set up for 2 to do the world aboard.

UK | +44 (0)1590 679222 | brokers@berthon.co.uk

BERTHON
INTERNATIONAL

Lymington Yacht Brokers HEAD OFFICE UK | Henån Yacht Brokers SCANDINAVIA
Palma de Mallorca Yacht Brokers, Refit & Services SPAIN | Rhode Island Yacht Brokers USA

berthoninternational.com



"Out of nowhere, my weak BB gun fired like a bazooka"

I grew up on a 13-metre sailing boat in the 1970s, and one day when my family and I were in a marina in Greece, I got into a spot of trouble.

I owned a cheap BB gun that couldn't hurt a fly – if I shot it horizontal to the sea, the pellet would dip into the water about 15 metres away. A friend and I were on deck with this gun when a fishing boat passed by. Thinking it was beyond my gun's range, I said to my friend, "Watch this, I'm going to shoot that fisherman," whereupon I aimed and squeezed the trigger. But, out of nowhere, my weak BB gun fired like a bazooka, and the pellet nailed that poor fisherman in the back.

He went ballistic. He spun around grabbing his back and saw me still aiming at him. He pointed at me, shouted expletives in Greek, and had the captain return the boat to its berth. "Dad!" I screamed to my father below, who, once apprised, gave me my marching orders. "Go and apologise to that fisherman," he said.

"You'll come with me, right?" I pleaded.

"No, you're on your own this time."

So, terrified and shaking, I cycled over to the boat. As it was docking, the fisherman was still screaming and waving his arms around, attracting quite a crowd. I parked my bike and walked gingerly over to him. Not speaking any Greek, I made the impression of someone shooting a gun and pointed at myself.

The crowd fell silent. Was I about to be jailed for life? Someone in the crowd said something, then a few more, then they all started roaring with laughter. My guess is that the fisherman had been telling everyone he'd been shot by an assassin, but when they realised it was just a little kid, they lost it and started imitating him, reaching for their backs and pretending they'd been shot.

Finally, he broke a smile and then patted me on the head. It was a great day for Greek-Canadian diplomacy. ◻

As told to Chris Beeson by Cameron Riddell. Illustration by Dr. COLOD. Do you have a tale to tell? Send your story to thebitterend@boatinternationalmedia.com

GUADOALTASSO
GUADO AL TASSO
BOLGHERI
D O C
SUPERIORE
Marchesi
ANTINORI

Marchesi
ANTINORI
26 GENERAZIONI

Dare to be Different

AVAILABLE 2027

DAMEN
yachting

In Association Partner
EXPLORER
YACHTS SUMMIT